

# ALL HANDS



FEBRUARY 1970



A. J. VAREUX







# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

FEBRUARY 1970 Nav-Pers-O NUMBER 637

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● **FRONT COVER: SECURING THE LINES**—A watercolor by A. J. Barbour of USS Franklin D. Roosevelt (CVA 42) as it pulls alongside a pier in Mayport, Fla.

● **AT LEFT: SHIP TO SHIP**—Highline is rigged for transfer of personnel while underway at sea between destroyer USS Fiske (DD 842) and aircraft carrier USS Enterprise (CVAN 65).



**T**HE FIRST TIME a Vietnamese villager living along a canal in the Mekong Delta sees a driverless boat plying the waterway he is probably convinced it is powered by spirits.

Even U. S. Navymen are mystified upon their first encounter with one of the most unusual craft employed in the Republic of Vietnam. The men sailing these boats — Minesweeping Drones, frequently called just MSDs — find them a most practical invention.

The MSD certainly has little in common with other minesweepers in the Navy, but then the 23-foot craft performs a job unlike any other minesweeper. When U. S. Navy forces began operating in the rivers and canals of the Republic of Vietnam the need arose for a small, maneuverable minesweeper capable of reducing the mining threat to patrol boats.

Since most riverine mines were command-detonated, a radio-controlled boat was considered ideal for the job because it did not expose crewmembers to unprotected cover or to the danger of being blown up while sweeping mines.

In the short period of 18 months the Navy Mine

# ***Super Drone***

Minesweeper drone operates at full speed.







Defense Laboratory, Panama City, Fla., perfected the MSD, using a boat hull and electronic gadgetry already under development for civilian use. After testing, the boats were assigned to Mine Division 113, located in the Mekong Delta, back in early February 1969.

**T**HE MSDs have been employed almost exclusively in the Mekong Delta since they arrived in-country. There, in the narrow canals and winding rivers, the drone has proven its worth.

"Driving an MSD is something like flying a radio-controlled model airplane," says ETR3 Bruce G. Wingleth. "The principle is the same. By manipulating the rudder and speed toggles I can make the drone do just about anything I want. Of course, it's much more sophisticated than a model airplane."

The sophistication is necessary because the drone must be able to free itself if it becomes entangled in river debris or fishing apparatus while it is minesweeping. Hence the drone can be idled, backed and restarted without the operator ever leaving his console.

In addition, by pressing a button, the MSD's mine-sweeping gear can be released if the craft comes under hostile fire.

**U**SUALLY the MSD is manually driven to the sweep area by its two-man crew. The boat from which the MSD will be controlled provides cover while the crew streams either the chain bottom drag sweep or moored minesweep gear.

Once the gear is in the water the crew transfers to the control vessel and the drone is positioned a few hundred feet ahead. With a sweeping speed capability in excess of 10 knots, the MSD can clear even the longest canal in a matter of hours.

"The MSD is one of the most versatile and reliable minesweepers in Vietnam today," notes Lieutenant Robert J. Aurin, commander of Mine Division 113. "We've had to iron out the usual number of bugs common with all new devices, but each drone spends an average of four and one-half hours a day sweeping the canals and rivers in the Mekong Delta, an enviable performance for any craft."



#### MSD Operations

Left to Rt: (1) Boatswain's Mate 3rd Class Virgil E. Hough and (rt.) Radarman 3rd Class Steven R. Wilson take MSD to sweep area. (2) Electronics Radar Technician 3rd Class Bruce G. Wingleth mans remote controls. (3) Touch of thumb directs sweeper. (4) Minesweeper drone goes to work in Chau Doc River. (5) Sweeping gear is set for a job.



# the taming of the shrew

**A**NNA, BEULAH, CAMILLE, DEBBIE—all hurricanes—were children of the tropic oceans. Born in the southern latitudes, nursed on the breast of a warm sea by the easterly trade winds and the temperate westerlies, they have all grown to full maturity.

Each one, in turn, has headed north to unleash its awesome power over land masses of the northern hemisphere. No other atmospheric disturbance brings together, with more force, such destructive energy both in size and duration.

The combined agencies of the U. S. Navy and the Environmental Science Services Administration (ESSA) have instituted a project to try and tame these monsters of the atmosphere.

The taming project is relatively new even though for more than 26 years Navy aircraft have flown into the vicious winds of many hurricanes, gathering important atmospheric data.

Since 1943 the Navy has played an active part in aerial hurricane reconnaissance. Starting with a small, single-place, light plane, they now use 70-ton, four-engine giants carrying 30-man crews.

Weather Reconnaissance Squadron Four (VW4), the famed Navy Hurricane Hunters, started flying into hurricanes in 1953. Theirs was the seventh naval aircraft squadron to be assigned this mission.

Navy pilots have made thousands of penetrations into the most dangerous part of the hurricane, its eye-wall, where winds reach their highest velocity. Winds there have been clocked at speeds over 200 mph.

Claimed by many to be the most dangerous type of





Left: The eye-wall of a hurricane where winds are clocked over 200 miles per hour. Above: A WV 121 weather reconnaissance aircraft of the famed Navy Hurricane Hunters is loaded for a hurricane search mission.

large-aircraft flying in the world, the danger has been reduced to a minimum by highly trained flight crews and time-tested procedures.

During all the years of flying into hurricanes, the Navy has lost only one plane, a P-2V *Neptune* during Hurricane Janet in 1955.

**T**HE FIRST MAN to describe a hurricane is thought to be Columbus. On his return voyage to Spain from the West Indies in 1493, he penned in his diary an account of experiencing a storm with high velocity.

Hurricanes plagued man in the area for an untold number of years before Columbus' writing. The Mayan Indians had names for them. In fact, the very word hurricane is from the Spanish word "huracan" and thought to be derived from the Mayan storm god's name, Hunralian.

The Atlantic name for tropical storms with winds above 64 knots is "hurricane." These high-speed winds are known in all the temperate oceans of the world by various names. They are called "typhoon" in the Pacific, "cyclone" in the Indian Ocean, "baguio" by natives of the Republic of the Philippines, and to the Australians a hurricane is a "Willy-Willy."

In the Atlantic, hurricanes only form north of the equator. The South Atlantic is believed to be too cold to sustain them.

During an average year there will be fewer than 10 tropical cyclones, only about six of which develop into hurricanes. They normally form from June through November.

**A**S THE HURRICANE season approaches, the machinery for early warning goes into high gear. Scientists of ESSA's Weather Bureau at the National Hurricane Center in Miami prepare to evaluate the extensive data needed to keep tabs on the storm's force and direction of travel. Weather forecasting and warning is the year-round mission of these men. When hurricanes are spawned, they just have to work harder.

Most budding hurricanes are spotted in this modern age by satellites circling the globe, taking pictures of cloud formations. These pictures show the characteristic spiral cloud formation of the tropical storm or hurricane.

Once a suspected storm is spotted on the satellite photos, "Hurricane Hunters" are dispatched to the scene for on-the-spot readings of winds, atmospheric pressure, temperature, water content of the air, and the many other factors thought to contribute to the formation of a hurricane.

Sometimes it is days before a hurricane is positively identified. When it is, all civilian aircraft and ships in the vicinity are warned to stay clear of the storm and its predicted path.

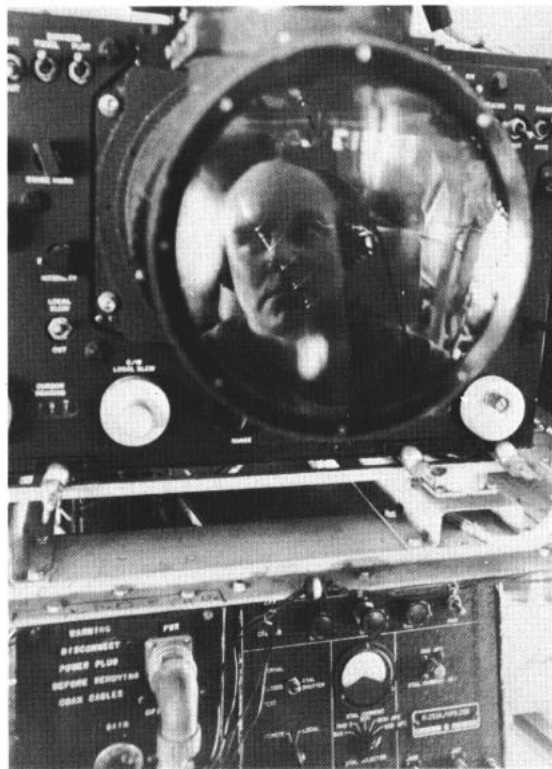
The Navy Hurricane Hunters work in conjunction with Air Force aircraft and several planes belonging to ESSA. The ESSA planes are flying laboratories. The Air Force planes normally work at high altitudes, while the Navy planes work from 400 to 10,000 feet over the sea.

Both exploratory and special reconnaissance missions are flown by these planes. One sweep of the

# the crew



Left: A flight meteorologist observes the ocean from 600 feet. Above: An ADRC computes the amount of fuel remaining after 14 hours in the air. Right: A crewmember is reflected in the screen of a long-range radarscope.



powerful long-range radar in the VW 4 aircraft permits observations of cloud conditions over a 200,000 square mile area. One flight by these special Navy planes can obtain information on 1,500,000 square miles of ocean.

**T**HE ASSEMBLING of weather predictions, by Navy and ESSA scientists, is the judicious application of long experience at ferreting out small clues and piecing them together with related weather data.

No one knows exactly what causes a hurricane to form. A sudden drop in atmospheric pressure at the surface of the sea, and a one- to three-degree temperature increase at 20,000 to 40,000 feet about 24 hours before the disturbance develops are thought to be factors in the formation of hurricanes.

However, these factors could very well be measurable symptoms of another effect which actually triggers the storm's increase to hurricane force. It is believed the interaction of low and high altitude winds determines the intensity of a hurricane.

"We've learned a lot about hurricanes in recent years," said Dr. R. Cecil Gentry, chief of ESSA's Miami-based National Hurricane Research Laboratory, "but there is still more unknown about them than known.

"Because of these unknowns, it is necessary to view a hurricane as a heat engine, powered by temperature changes and driven by the wind. There are a host of very delicate conditions that must be satisfied before the atmosphere can produce a hurricane," he said.

"The heat engine seems to be both highly unreli-

able and inefficient, but the fact that it works cannot be denied," Dr. Gentry said. "The relative infrequency of hurricanes indicates that many a potentially dangerous one ends early as a misfire at sea."

**T**HE HEAT ENGINE of a hurricane functions like a giant chimney. Winds hundreds of miles away from land flit across the sea, warmed by a hot summer sun, and slowly rise higher and higher into the atmosphere.

The warm air is replaced at the bottom of the chimney by cooler air and is carried westward by the trade winds. If this westward moving wind and eastward moving wind meet, they could generate a circular wind action. Given the right temperature and atmospheric pressure—plus the unknown force or forces needed as a triggering mechanism—a hurricane is born.

As the warm air rises, taking with it vast amounts of evaporated water picked up from the sea, the high speed winds force it to higher altitudes and into widening circles around the storm center.

The circular winds will rotate tighter and tighter, higher and higher, until a chimney is formed 20,000 to 60,000 feet high. These winds reach their greatest speeds at the center edge called the eye-wall.

The eye or center, averaging about 14 miles in diameter, has relatively calm winds. This is the area of the hurricane that is most deceptive, giving people the erroneous impression the storm has passed. However, the winds will strike again with equal force from the opposite direction as the eye passes.





Photo left: An AG2 keeps a running record of observations and calculations made by the flight meteorologist. Above left: A navigator plots the plane's position in relation to the hurricane. Above: The pilot of a WV 121 makes some adjustments in the pilot's compartment in order to enter the eye safely. Right: In addition to other duties, an AE2 prepares a meal for the 30-man crew. They are all members of Weather Reconnaissance Squadron Four.



**A**CTUALLY THE WINDS are not the most damaging force of the hurricane. They cause some destruction, but more lethal are the giant waves, called the storm surge. Waves generated by the winds reach heights of over 50 feet.

When these waves strike shore they cause severe flooding in low-lying coastal areas. The massive walls of water are forced up rivers, channels and low land areas. Backed by the high winds, the force of this water, weighing about 1700 pounds per cubic yard, can beat buildings or towns out of existence. At times atmospheric conditions could be just right for a hurricane to form, but nothing would happen. Then again the situation may be completely unfavorable and, presto, one of these atmospheric giants will appear.

The enormous size of these weather tempests is almost inconceivable to the average person. It is also the reason man has not yet worked out an effective control of them.

The problem is not helped by the fact that over a relatively short period of time hurricane winds have a definite influence on weather conditions for hundreds, even thousands, of miles.

The worst winds within a hurricane do not approach the velocities of a tornado. However, where the life of a tornado is measured in hours or minutes and covers only a few miles, a hurricane lasts for days and travels for thousands of miles.

The power released by an average hurricane in one day is equal to the energy released by 400 20-megaton hydrogen bombs.

"If three percent of the heat energy generated in

one day by a hurricane were converted to electricity, there would be enough electrical power for the entire United States for more than six months," according to Dr. Gentry.

**T**HE AVERAGE hurricane brings 6 to 12 inches of rain to the areas it passes. It has been estimated that hurricanes account for nearly one-fourth of the annual rainfall of the southeastern United States, whether or not the hurricane strikes land.

In addition to being head of the National Hurricane Research Laboratory for ESSA, Dr. Gentry is also the director for man's most ambitious attack on hurricanes, Project Stormfury.

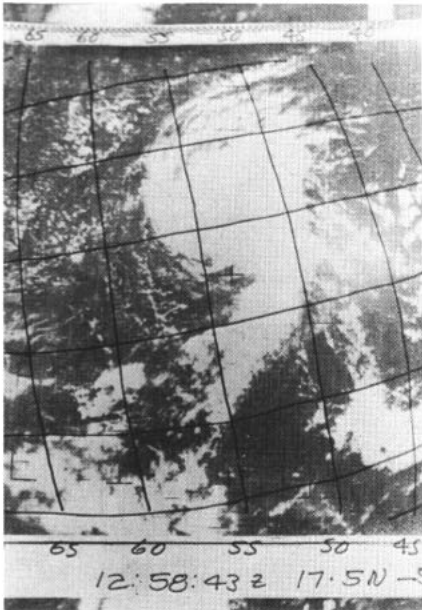
Project Stormfury is a joint operation of the Navy and ESSA. Its objectives are to explore the structure and dynamics of hurricanes to achieve better understanding, to improve prediction methods, and to explore the possibility of changing some of the forces within these tropical storms.

One of Project Stormfury's experiments is altering cloud conditions around the eye of the hurricane, upsetting the balance of forces there and causing a redistribution of energy around the storm center. It is a laboratory experiment using the hurricane itself as a laboratory.

There is no known method of overcoming the storm's force, so Project Stormfury is an attempt at a sort of atmospheric judo, using the giant's own strength and size against itself.

Scientists are using silver iodide particles to seed the hurricane. Theoretically, by adding silver iodide

# and Essa



Left: Satellite photos are numbered and plotted for scientists of ESSA. Above: A fine tuning adjustment is made to a satellite weather photo receiver. Right: An ESSA technician removes a satellite photo of a hurricane.



to the storm, supercooled water droplets should freeze into ice crystals and release heat into the clouds. This additional heat should reduce the atmospheric pressure adjacent to the low-pressure center of the storm, thus lessening the difference in pressure across the eye-wall.

Bringing these pressures down should cause the winds near the center to decrease in speed and, like a spinning ice-skater who puts his arms out to slow down, the storm should lose some of its fury.

"The trick," according to Dr. Gentry, "is to pick the right area of the storm to try to make the change so the storm will weaken."

**V**ARIOUS TYPES of specially equipped planes fly into the storm, each carrying 208 soup-can-size cannisters containing silver iodide to be dropped in the prescribed area.

As the cannisters fall, a pyrotechnic within burns, releasing the silver iodide crystals which become freezing nuclei. Dr. Gentry said, "The numerical count of these nuclei is about 10 to the 14th power per cannister. That is to say if they passed a given point at the rate of a million per second, it would take over three years for all of them to go by. This, however, is small in proportion to the raindrops within the storm."

Hurricane Debbie in 1969 was the first storm to be attacked on a large scale by seeding. Five seedings at two-hour intervals were made on two separate days by the specially equipped planes. Then highly instrumented Navy, Air Force and ESSA planes flew into

the storm at all levels from sea level to over 40,000 feet. Instrument readings were taken before the seeding, while it was going on, and for 18 hours after the last seeding.

Massive data were thus gathered. Dr. Gentry termed the seeding a huge operational success, but said it would be many months before scientific conclusions could be forthcoming.

"Some of the changes which we know occurred were exactly as we had predicted," he said. "But they could have been the result of natural changing forces within the storm. The only way we will know is to evaluate all the data and see if there were consistent changes after each seeding. If the same change occurred each time, then we will know we caused it."

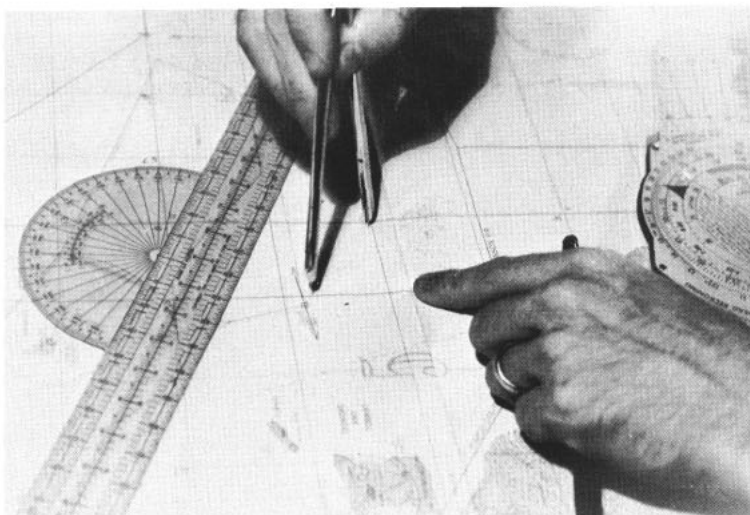
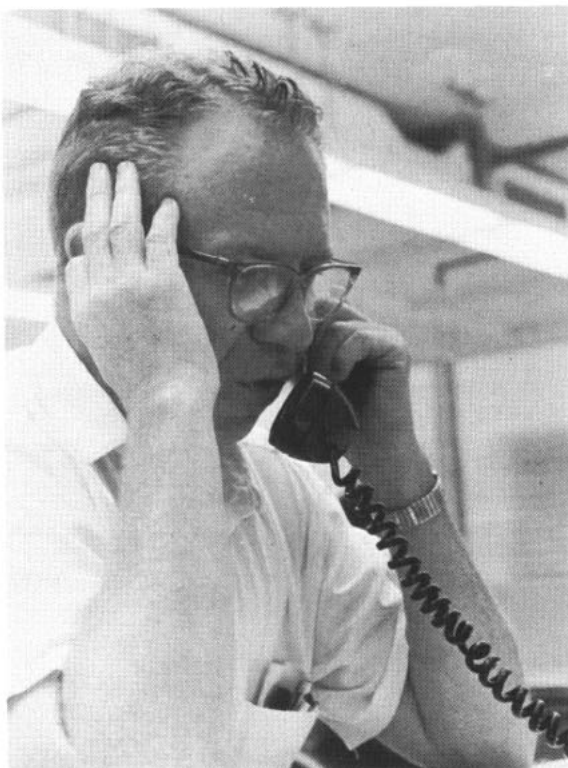
**F**OR THE PRESENT, storms will continue to plague man. All the ESSA men and the Navy Hurricane Hunters are able to do is track the storms and issue warnings.

These warnings begin as "hurricane advisories" while the storm is still well at sea away from land masses. The advisories tell that a tropical disturbance is reaching or has reached hurricane force (75 miles per hour winds) and its expected path.

As the storm nears land the term is changed to "hurricane watch." This serves as a first alert for emergency crews and the general public in threatened areas. A hurricane watch is not announced until it is reasonably certain the storm is going to attack a land area.

If the hurricane is going to remain at sea but its





Left: Dr. R. Cecil Gentry, Director of ESSA at Miami, directs man's most ambitious attack on nature, Project Stormfury. Above: A Navy navigator plots the position of a hurricane in the Caribbean.

winds are to hit the coast, then the hurricane watch notice will also contain gale-force wind warnings. Local warning information and recommended emergency procedures are also added.

When the hurricane is expected to reach the coast within 24 hours, the hurricane watch notice is changed to a hurricane warning for the area expected to be hit. The watch is maintained for areas in the path and changed to "warnings" as the storm draws nearer.

Due to the erratic behavior of a hurricane, the 24-hour notice is subject to error in predicting the exact point the center of the storm will pass. This margin of error averages 120 miles. As the storm nears land, this error becomes less and less.

"There is reason to hope this predicted error can be cut in half soon," said Dr. Gentry.

**W**HEN A HURRICANE warning is issued, it is time for the people in the area to prepare for the worst and hope for the best. It's time to make sure there is a supply of food on hand (a type that requires little or no cooking is best).

A good supply of fresh water should be stored in containers that will not be contaminated from rain and waves. Plenty of good water is essential. A person can get along without food longer than he can without water.

The family car should be filled with gas before the storm hits. New batteries should be on hand for flashlights and portable radios. The portable radio may be the only contact with the outside world for a considerable time. Every family should have one.

These precautions are vital since it might be days or even weeks before conditions return to normal. It is better to be prepared and not need any of the equipment than to need it and not have it.

Any loose objects out of doors should be stored inside or tied down so they will not be blown around or washed away. These loose objects can be lethal. A light garbage can lid, propelled by the force of a hurricane, can cut down a goodsized tree.

When a hurricane warning is issued, it is advisable to keep abreast of the storm's position and condition by listening to the frequent radio or television bulletins.

**I**F A HURRICANE WARNING is issued for your area, above all, stay calm. Listen to and follow the advice of the experts, and you stand a good chance of pulling through with only minor damage or injury.

Don't venture outside until the hurricane has passed completely. Beware of the calm eye. It will pass in a few minutes and the wind will hit again.

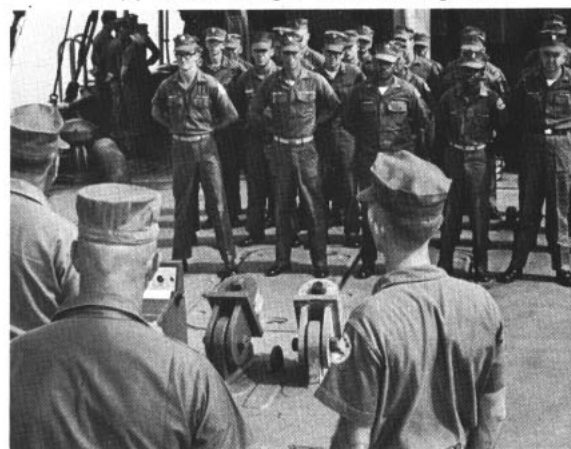
When the storm has passed, avoid loose or dangling electrical wires. Stay out of the disaster area. Unless you are qualified to help, you may hamper rescue work. You will be advised when to reenter the area.

Dr. Gentry's hurricane research team and the Navy are trying to find ways to stop or at least lessen the damage. Hopefully, in a few years these tempests of the warm seas, these children of the tropic oceans, will be light winds, rains, and forces for man to fear no more.

—Story and photos by PH1 Don Grantham, USN



Photos counterclockwise from upper left: (1) USS Cohoes (ANL 78). (2) Diver suits up for work. (3) Diver surveys damage to craft to be salvaged. (4) Crew of Cohoes receives Meritorious Unit Commendation. (5) Cohoes salvages sunken landing craft.





# WELL DONE COHOES

**U**SS COHOES (ANL 78), a submarine netlayer converted to a salvage ship, has been presented the Meritorious Unit Commendation for her work off the coast of the Republic of Vietnam.

After a 22-year retirement in the Mothball Fleet, this proud World War II veteran is in action again.

Late in 1967, someone with a perceptive eye noted that the horn-bowed ship might easily be converted into a salvage vessel. As a result *Cohoes* has been salvaging damaged craft and maintaining offshore fuel lines along the coast and up the inland waterways of the I Corps Tactical Zone (the five northernmost provinces of the Republic of Vietnam).

On 20 September, a new pennant graced the yard-arm of *Cohoes*, that of the Navy's Meritorious Unit Commendation (MUC). The citation, signed by Secretary of the Navy John H. Chafee, commended the ship and her 43-man crew.

During the period from July 1968 to April 1969, "USS *Cohoes* has met all her commitments in conducting salvage operations and the repair of petroleum seaload lines throughout the I Corps Tactical Zone."

Since July 1968 *Cohoes* has accounted for a million-dollar savings in salvaged equipment. In many cases, she has been the only effective means of clearing obstructions from the heavily used water supply routes and channels of I Corps. *Cohoes* has salvaged numerous Navy utility craft damaged by enemy action and typhoons. The installation and maintenance of fuel lines offshore have become one of her regular duties. These fuel lines allow oceangoing tankers to offload via pipelines.

The Commander of the U. S. Naval Support Activity (NSA) Da Nang, Rear Admiral E. P. Bonner, in presenting the MUC to the men of *Cohoes*, referred to their accomplishments as the work of "real professionals."

**E**QUIPMENT aboard the revamped vessel includes three powerful winches, special non-drag anchors, a diver decompression chamber, and below the waterline, a sonar dome which gives a detailed "picture" of sea and river bottom terrain. An unusual motor and athwartships propeller assembly, installed at

the bow, adds thrust to port or starboard in salvage operations. *Cohoes* can lift and pull 100 tons.

Lieutenant Commander Melvin D. Harkness, the Commanding Officer of the 167-foot ship, saw *Cohoes'* operations as an experiment. "We knew we were going to be watched closely," he says. "The crew trained thoroughly before coming to Vietnam." Since her arrival in July 1968, *Cohoes* has proven entirely capable as a salvager and more successful and versatile at the job than was expected. "For instance," continues LCDR Harkness, "the bow thruster—this ship is the first U. S. Navy vessel to have one—will be included on all salvage ships built by the Navy in the future."

*Cohoes* hasn't been resting on her oars since she was nominated for the MUC award. During the two weeks just prior to the presentation, *Cohoes'* crew repaired fuel lines and buoys and removed three 100-ton barges that were blocking the channel at Cua Viet, an NSA detachment six miles below the DMZ.

**A**SSIGNMENTS for the salvage ship are often as dangerous as they are long and tedious. Her scuba divers must work in surging currents and zero-visibility water with acetylene cutting torches around jagged, twisted wreckage. Occasionally, sharks and sea snakes are a threat. The ship has never listed a combat casualty in her operations in shallow I Corps coastal and river waters where sniping and rocket attacks are common, but her log does record a few close calls.

On one occasion, North Vietnamese troops fired rocket volleys at *Cohoes'* position as she was anchored and rigged for salvage near the mouth of the Cua Viet River. Noting that the missiles were being "walked" toward her and drawing closer with each hit, the skipper wasted no time in hauling in gear, steaming out of the river only minutes ahead of two, more accurately aimed 122-mm rockets.

On "loan" to NSA Da Nang from the Commander of the Pacific Fleet Service Force, *Cohoes* has chalked up an impressive record of utility craft and barges saved, channels cleared, and fuel lines repaired. The work is an essential part of the NSA mission of keeping the ground forces of I Corps well supplied with necessary material and equipment.



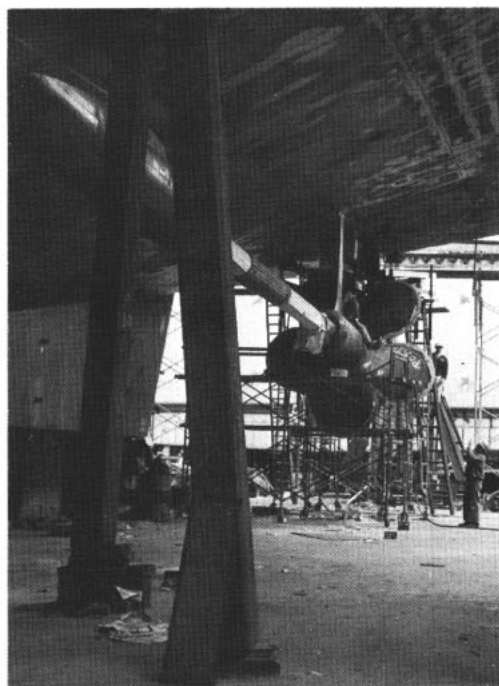
Newly commissioned USS Defiance (PG 95) alongside pier at Norfolk, Va.



USS Surprise (PG 97) was commissioned in October 1969 in Charlestown, Mass.

# Introducing: **THE NAVY'S NEWEST**

One of two 7700-ton propellers on the new USS Portland (LSD 37).



**D**ESPITE THE cut of almost 100 ships this fiscal year, the Fleet's strength continues to grow as new and modernized ships slide down the ways and hoist commissioning pennants.

Among the latest to join the Fleet:

- *uss Surprise* (PG 97)—This 250-ton gunboat measuring 165 feet long, is powered by two variable-pitched propellers driven by two diesels at cruising speeds or by a gas turbine engine at high speeds. The fifth ship called *Surprise*, her name spans nearly two centuries of U. S. naval history, beginning with the Continental cutter *Surprise* built in the mid-1770s and put into service on 1 Mar 1777. The latest *Surprise*,



USS Henry E. Yarnell (DLG 17) underway after recommissioning in July 1969.

claiming as her motto, "Swift and Lethal," was commissioned on 17 October at the Boston, Mass., Naval Shipyard.

• **USS Welch** (PG 93)—Designed for speeds of more than 35 knots, this new aluminum hull motor gunboat was built for coastal or interior water patrol, blockade and surveillance duty. She measures 164 feet long and is powered by a gas turbine jet engine. Her crew consists of four officers and 23 enlisted men. She was commissioned on 8 September at the Boston yard.

• **USS Harry E. Yarnell** (DLG 17)—*Yarnell* is the second modernized guided missile frigate to be recommissioned by the Navy. Originally commissioned in 1963, she operated with the Fleet for five years before she commenced her face-lifting. During her modernization, new radars and the Naval Tactical Data System were installed, giving the ship one of the most modern weapons systems in the fleet today. Her armament includes the *Terrier* surface-to-air missiles, anti-submarine rockets (*Asroc*), antisubmarine torpedoes, and conventional guns. Manned by 390 officers and crewmen, *Yarnell* is 533 feet long and displaces more than 8000 tons fully loaded. She was recommissioned on 12 July at Boston.

• **USS Mobile** (LKA 115)—Newest of the Navy's amphibious cargo ships, *Mobile* was built to transport and land combat vehicles, cargo and landing craft in support of amphibious assault operations. She measures 575 feet long, 82 feet wide, and displaces 18,600 tons fully loaded. Her crew consists of 25 officers and 311 crewmen. She is the fourth ship to bear the name *Mobile*—first was a Civil War sidewheel steamer; second, a troop transport of World War I; and third, a light cruiser (CL 63) which earned 10 battle stars during the Pacific WW II campaign. The commissioning ceremony was held on 20 September at the Norfolk Naval Shipyard, Portsmouth, Va.

• **USS Grayling** (SSN 646) and **USS Seahorse** (SSN 669)—These two nuclear attack submarines are similar in size, displacement and complement, measuring 292 feet long, with a submerged displacement of 4600 tons, and a crew of 12 officers and 95 enlisted men.

*Grayling*, third submarine to bear the name of a trout-family fish, was commissioned on 11 October at the Naval Shipyard in Portsmouth, N. H. The first *Grayling* (SS 18) saw duty with the Atlantic Torpedo

Fleet before being decommissioned in January 1922. The World War II *Grayling* (SS 209) received six Pacific Campaign battle stars and recorded five major sinkings totaling 20,575 tons before she was lost on her eighth war patrol. SSN 646 is serving with Submarine Division 42, homeported in Charleston, S. C.

**C**HARLESTON IS ALSO HOME for the third ship named *Seahorse* which was commissioned on 19 September in Groton, Conn. The first *Seahorse* was a one-gun schooner used against the British in 1812. The second was a submarine, SS 304, which won nine Pacific battle stars and sank 20 enemy ships during WW II. She was decommissioned in 1967.

Both *Grayling* and *Seahorse*, in addition to being nuclear powered, are designed with four torpedo tubes each and are equipped with submarine rocket weapons.

Meanwhile, ship designs on drawing boards continue to take form in the nation's shipyards.

Scheduled to join the Fleet later this year, one of the Navy's newest nuclear attack submarines, *Trepang*, was launched in September at Groton, Conn. She is a *Sturgeon*-class ship measuring 292 feet. Named after the sea cucumber, a muscular sea creature found in all seas at great depths, *Trepang* is the second submarine to bear the name. The first *Trepang* (SS 412) destroyed 23,850 tons of enemy shipping in five WW II Pacific war patrols.

**E**LSEWHERE, a 285-foot, 2600-ton Hydrographic survey ship was launched in October at Bay City, Mich.

Designated as USNS *Wyman* (T-AG 34), the ship will be manned by a civilian crew of 12 officers and 31 crewmen from the Military Sea Transportation Service, and equipped with accommodations for a scientific crew of 28. The scientists and technicians will be assigned from the U. S. Naval Oceanographic Office which will have technical control of the ship.

*Wyman* is equipped with a 31-foot hydrographic survey boat and such oceanographic devices as Nansen bottles, reversing thermometers, corers, trawls, and underwater cameras in addition to electronic data collection and processing instruments.



Wyman's hydrographic data acquisition system is designed with precision wide-beam and narrow-beam echo sounders; shallow water echo sounders; magnetometers; gravity meters; data logging, processing and navigational computers; and navigational receivers for raydist, loran, satellite, and very low frequency (VLF) signal reception. The ship will also be fully equipped with materials for setting up temporary electronic navigational networks for conducting precision surveys in remote regions of the world. Deck machinery, such as winches, cranes and davits, is designed to handle the electronic sensor cables and wire rope needed for over-the-side oceanographic work.

T-AGS 34 is the first ship named in honor of Rear Admiral Robert H. Wyman, USN (1822-1882), known for his professional and scientific achievements in navigation.

The admiral's directorship of the Hydrographic Office from 1870 to 1878 was of great importance to the Navy and to seafaring men in general.

Up through the Civil War, the Navy did only a relatively limited amount of its own charting, depending mostly on British and other foreign governments for its navigational chart requirements. However, under Admiral Wyman's direction, the Hydrographic Office began a systematic and sustained program of worldwide surveying and charting, which will soon be enhanced by the activities of the ship that now bears his name.

**T**HE COMBAT STORES SHIP USS *White Plains* (AFS 4), one of a new breed of fast, multiproduct supply ships, completed her first tour on the combat line last fall, replenishing 7th Fleet units operating off the coast of Vietnam.

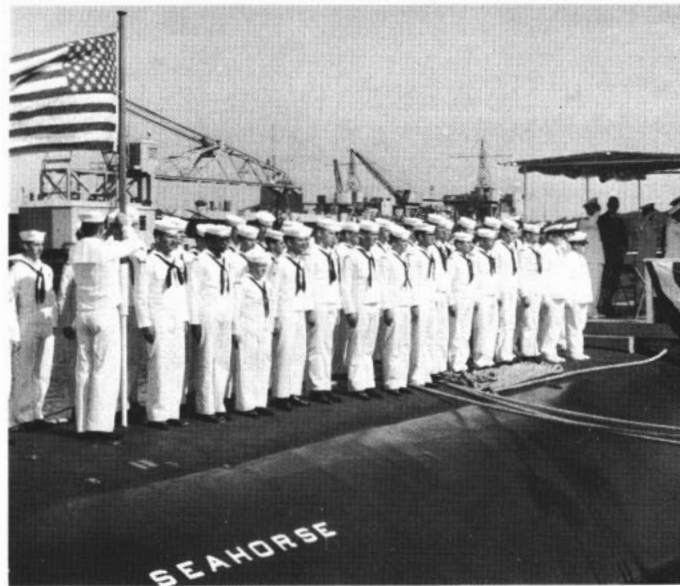
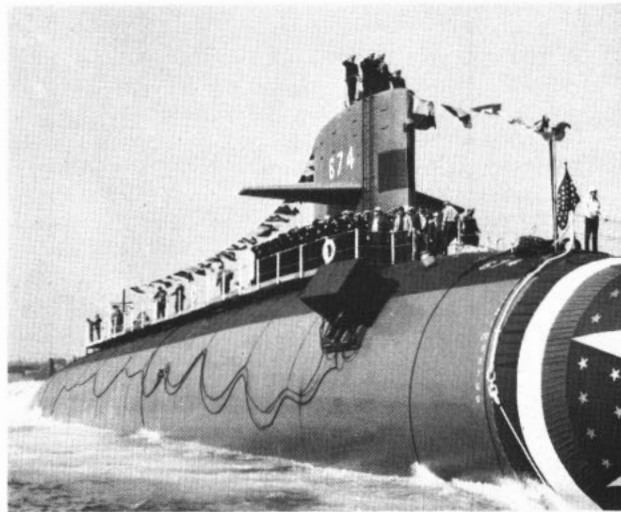
She is the first Navy ship equipped with a fully automated propulsion control system. This system allows the engines to be controlled directly from the bridge, thereby requiring only a handful of men to operate consoles in the air-conditioned engine room spaces.

In the ship's supply department, a computer keeps tab on the more than 700,000 items *White Plains* carries on board. Within minutes after a customer ship places an order, the computer can indicate the storage point, total up the bill and adjust the inventory.

When it comes time to transfer the goods, *White Plains* offers two transfer alternatives: the traditional underway replenishment (unrep) method, using transfer lines between the two ships; or, the vertical replenishment (vedrep) method, using two *Sea Knight* UH-46D helicopters assigned to the ship.

Automatic winches and ram tensioning are two innovations that help reduce problems of unrep's for *White Plains* when in heavy seas. Ram tensioning keeps the transfer lines taut, lessening the effect of the ship's motion on the sea and cutting down on product loss or damage.

According to reports, vertical replenishment is the more popular method of delivering supplies to customers. By using cargo nets, the ship's helos can





Above: USS Milwaukee (AOR 2) was commissioned in November 1969 at the Boston Naval Shipyard. Left: Trepang (SSN 674) hits the water at Groton, Conn.



Atomic submariners stand at attention as their boat, USS Seahorse (SSN 669), is commissioned.

carry cargo great distances, enabling the customer ship to continue her regular course or mission with minimum interruption.

**S**OON OTHER NEW SHIPS—some first of a line—will begin to log cruise miles as they join the Fleet.

For example, scheduled for delivery to the Navy sometime early this year is the submarine tender *L. Y. Spear* (AS 38). The 644-foot ship, first of a new class of ships designed to provide supplies and repairs for nuclear submarines, has already undergone a series of builder's sea trials off the coast of Massachusetts. She was built in Quincy.

Meanwhile, placed in commission have been the gunboat *Defiance* (PG 95) and the fleet replenishment oiler *Milwaukee* (AOR 2).

*Defiance* ran up her commissioning pennant on 24 September, the third ship of the Fleet to be named in honor of the city of Defiance, Ohio. She was built in Sturgeon Bay, Wis.

One of a large new class of gunboats, *Defiance* is designed to operate in coastal waters on patrol, blockade, or surveillance missions. Her size, speed, endurance, and seakeeping qualities will enable her to attack enemy coastal shipping, support friendly troops in coastal areas, and protect amphibious forces against enemy patrol or torpedo craft.

An unusual feature of *Defiance* is her dual engineering plant. Termed *codoc*—combined diesel or gas turbine—the plant enables her to cruise on economical diesel power and yet engage a powerful gas turbine for high-speed operations.

Designed for a crew of three officers and 21 crewmen, *Defiance* measures 165 feet long, has a 23-foot beam and displaces a full load of 240 tons. Her armament consists of one 3-inch, 50-caliber dual-purpose rapid fire gun; one 40-mm gun; and two twin 50-caliber machine gun mounts.

An identifying symbol used aboard *Defiance* is one that has been used aboard nine British ships named *Defiance* between the years 1590 and 1931, when the last HMS *Defiance* was sold. The symbol is a clenched right hand with three thunderbolts accompanied by a motto that reads: With Knowledge and Confidence to Defy.

*Milwaukee* was commissioned at Boston, Mass., on 1 November. She is the second of a new class of multipurpose replenishment ships being constructed for the Navy. Her range of supplies covers a variety of items, from more than 7½ million gallons of oil to a selection of 5000 candy bars.

Measuring 659 feet, the 37,000-ton supply-oiler carries a crew of 19 officers and 350 crewmen. She has been assigned to the Atlantic Fleet Service Force.

**A**T LEAST two ships slid down the ways in November; one in December.

The nuclear attack submarine *Sand Lance* (SSN 660) was launched at Portsmouth Naval Shipyard, Portsmouth, N. H., on 1 November. Then, on 11 November, the destroyer escort *Trippe* (DE 1075) was launched in Westwego, La. The following month



USS Welch (PG 93) tied up to the pier at Little Creek, Va.

the dock landing ship *Portland* (LSD 37) was slated to be christened on 20 December at a shipyard in Quincy, Mass.

*Sand Lance* is the second ship of the Fleet to bear the name of a small, silver-colored fish found throughout the northern Atlantic and Pacific regions.

The first *Sand Lance*, fleet submarine SS 318, was also built in Portsmouth and commissioned on 9 Oct 1943. She earned five battle stars and a Presidential Unit Citation during World War II. On 3 Sept 1963 the submarine was decommissioned and transferred to the Brazilian Navy.

The new *Sand Lance*, a *Sturgeon* class sub designed to seek out and destroy hostile submarines, measures 292 feet long, displaces 4600 tons and is armed with four midship torpedo tubes. She will be manned by a crew of 12 officers and 95 enlisted men.

*Trippe* is the fourth Navy ship named for Lieutenant John Trippe who led a boarding party against a large enemy ship during the battle with the Tripolitan fleet at Tripoli.

Displacing 3900 tons, the new *Knox*-class destroyer escort is 438 feet long and is capable of speeds greater than 20 knots. Her 17 officers and 213 enlisted men will be trained primarily to locate and de-

stroy hostile submarines. However, the ship is also designed to support amphibious and convoy operations. *Trippe's* armament consists of one 5-inch/54-caliber gun mount, an ASROC (antisubmarine rocket) launcher, antisubmarine torpedoes, bow-mounted sonar and a drone helicopter platform.

The first *Trippe* was the former merchant sloop *Contractor* purchased in 1812. This ship saw action against the British on Lake Erie as part of Commodore Perry's fleet.

The second *Trippe* (DD 33) was launched on 20 Dec 1910 and engaged in World War I action. On 24 Jun 1924 she was transferred and commissioned as U. S. Coast Guard Cutter CG 20 and served with the Rum Patrol which blockaded liquor smugglers during Prohibition. She was returned to the Navy in 1931, decommissioned on 5 Jul 1934 and sold for scrap.

On 14 May 1938, the third *Trippe* (DD 403) was launched. This destroyer saw action in World War II with the Atlantic Fleet off North Africa, Sicily, and Salerno and Anzio, Italy. She took part in convoy and antisubmarine operations through April 1945, then was transferred to the Pacific where she operated until V-J Day. In the summer of 1946, DD 403 became a target ship for the atomic bomb tests at Bikini Atoll. After extensive tests on the effects of radioactivity were concluded on board the DD, she was towed to deep water and sent to the bottom by gunfire on 3 Feb 1948.

*Portland* (LSD 37) is the first of four ships in the Navy's new dock landing ship class to be built in Quincy, Mass. She is designed to carry heavy landing craft, combat vehicles and a limited number of troops and to offload them rapidly from her decks during amphibious operations.

Her design features a floodable well deck, similar to a drydock, which will permit small craft to maneuver into and from her interior for cargo handling and repair purposes.

*Portland* is 555 feet long, her beam is 84 feet, and fully loaded she will displace 13,650 tons. Her keel was laid on 21 Sep 1967 in a building basin in which *Pensacola* (LSD 38) is under construction also. The Navy expects to receive *Portland* some time this year after her shipyard outfitting is completed.

**E**LSEWHERE, naval shipyards continue to decommission ships earmarked for deactivation by Project 703, a budget-saving measure involving more than 100 ships. The Navy Department announced last November that eight additional destroyers, a carrier air group and an air patrol squadron were to be added to the deactivation list.

The ships are: *uss Nicholas* (DD 449), *O'Bannon* (DD 450), *Prichett* (DD 561), *Ingersoll* (DD 652), *Hopewell* (DD 681), *K. D. Bailey* (DD 713), *Zellars* (DD 777) and *Massey* (DD 778). *Zellars* and *Massey* may be used in Naval Reserve training.

The air units are: Antisubmarine Air Group Fifty-Two (CVSG 52), and Patrol Squadron Twenty-One (VP 21).

—JOC Marc Whetstone, USN



*From the Master Chief Petty Officer of the Navy*

# Career Counseling

**I**N THE November 1969 edition of *ALL HANDS*, I discussed the issue of naval leadership and the part it plays (or doesn't play) with regard to losing good men to civilian industry.

There is another retention factor which cannot be divorced from leadership. It plays a significant role in any well organized enterprise. In the Navy it's called Career Counseling.

During my many visits to ships and shore installations, I found the Career Counselors to be high-quality petty officers who are certainly motivated toward the retention program. However, in many cases, they do not receive complete backing and support at the local command level. And where they may have it at the command level, it may be lacking at another level.

I am equally amazed by the apparent lack of knowledge of the many retention programs available, not just by the lower rated men, but by senior petty officers who have the responsibility of keeping their men informed. This relates somewhat to my previous discussion on leadership, or lack of leadership. We can hardly expect our junior men to be well informed if senior petty officers themselves do not understand the retention or career programs and other opportunities and benefits available to the Navyman.

**I**N SOME CASES, Career Counselor-trained petty officers are assigned to billets outside of their specialty. If the command does not use their talent and training in the area of counseling, obviously a communications link is lost within the command and the retention rate is likely to suffer. I believe that if individual commands are to be successful in retaining high-quality personnel, there must be a total effort of the entire career force, not just a singular effort by the command career counselor. This needed effort applies to senior petty officers as well.

Every senior petty officer should take it upon himself to become familiar with the program opportunities and benefits available. In other words, we must all become career counselors. There is a definite need for fully trained career information personnel, but we, as seniors, cannot dismiss our own responsibilities of keeping our men aware and informed. I have always been of the opinion that if someone outside of my division had to come in to counsel my men, then I was not doing my job.

**I** WOULD LIKE to see it made a requirement that the senior petty officer of a division or its administrative equivalent assume the responsibility for counseling his men in all areas involving personal and career guidance. If all senior petty officers assumed this basic responsibility, a leadership responsibility, there would be less need for specialized counseling billets.

I would also like to see a senior enlisted man in a ship or unit where there is no full-time counselor given the responsibility of Counselor Coordinator for that ship or unit. This program would certainly work well with the Senior Enlisted Advisor concept in keeping the command informed of what programs are being carried out and what new programs need to be implemented.

The leadership role must be accepted with advancement. And with leadership must come the responsibility of career counseling.

—GMCM Delbert D. Black, USN



**T**HERE ARE TWO kinds of people you meet in a personnel office. Or at the transportation desk. Or the disbursing line. You'll find them both in civilian organizations and in military life.

There's the person who is people-oriented, and there's the other kind.

Take the following two cases.

Suppose you have dropped into the personnel office to discuss a few matters. The man on the other end listens carefully to your inquiry. He takes the time to answer it as well as he can. He's friendly and sympathetic; he not only knows the rules, but will go to considerable trouble to help you understand them.

Even if the answer to your question isn't what you wished—if, for instance you aren't eligible for the program you wanted to join—you leave the office with the feeling that the Navy cares about you, because the man behind the counter seemed to care about you.

Now to the second example. As you stand at the counter, the man on the other side gives you a stare that could freeze seawater—or perhaps he simply ignores you for long minutes. When he finally notices you, he gives you short, sharp answers in a don't-waste-my-time tone, making it obvious that it's a great sacrifice on his part to spend any time at all answer-

ing stupid questions like yours, or those of the man behind you.

His manner implies that he has *important* work to do, as soon as he can get you out of his hair. Even if he does give you the answer you wanted, you leave with the feeling that he felt he was doing you a favor to give you anything at all.

Which man has given you a good feeling about the organization he represents?

The first one, obviously.

In the second case, if you and the man behind the counter are representatives of the same organization—the Navy—it's a matter of concern—to both you and the Navy.

**T**HE NAVY WANTS more of the men who are good at dealing with people and fewer of the ones who are not.

There are a number of people-oriented ratings in the Navy. Personnelman is one. Navy ratings that deal with people face to face include disbursing clerk, yeoman, hospital corpsman, storekeeper and ship's serviceman, to name a few. This article is pointed particularly toward the personnelman because he plays a continuing role associated with career matters that personally concern each Navyman.

In an office or store where the staff members are

## People-to-People, or Eyeball-to-Eyeball?

# Service Is Their Most Important Product



PERSONNELMAN (PN)



unhelpful or rude, you find a dwindling number of customers—while the place across the street where the staff is friendly gets repeat business.

The same principle works in the Navy. Men in personal service jobs have a great deal to do with the Navy's image in the minds of the men they serve.

A man who feels (partly because of his experiences with PN's and other personal services people) that the Navy cares about his well-being and is giving him a fair shake will do better work for it, gripe less about the rules, and be more likely to reenlist than the man who feels he's been pushed around or ignored.

Face-to-face skills—the techniques that make a good personal service man were a major topic of discussion at last year's U. S. Navy Career Motivation Conference. (A complete report on the conference appeared in ALL HANDS, November 1969.)

Recommendations from the conference produced a wide range of specific actions designed to minimize personal service problems, with the recognition that improved service would have an effect on men's decisions on a naval career.

Particular emphasis is being placed on personnelmen (and men in other ratings who do the same job, such as yeomen on some small ships), because the PN has the most frequent direct contacts with Navy-men. However, the actions taken to improve the

image presented by personnelmen will also affect other personal service ratings.

#### What's Being Done?

The first necessity for good personal service is for the personnelman to know his job. No matter how pleasant his manner is, he hasn't done any good for men seeking information—or for the Navy's image—if he hands out bum skinny.

In order to insure that our newest personnelmen have the straight word the PN "A" schools geared up their production last year to support the PN rating 100% with school graduates. For newly assigned personnel officers, BuPers is looking into the development of training courses to provide an introduction to the manpower and personnel system.

As officers and men from these training programs go to ships and stations, the professional quality of service in the personnel office should improve.

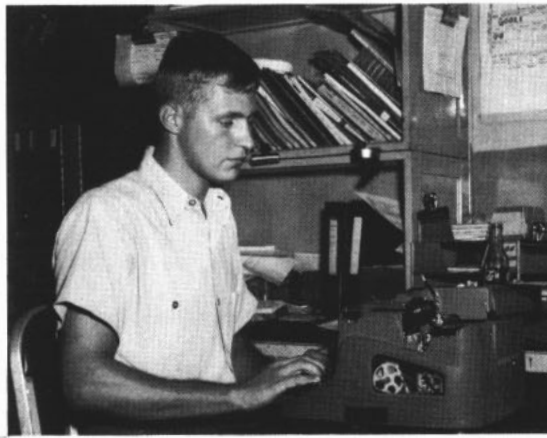
As a next step, several administrative actions have been taken to improve the personal service system.

**A** STUDY of personnel service billets, officer and enlisted, is well underway. Centralized detailing of all petty officer PN's, YN's and DK's is planned for the near future; it is expected to improve skill dis-



 **DISBURSING CLERK (DK)**

 **STOREKEEPER (SK)**



 **YEOMAN (YN)**





tribution, and therefore give better service.

In some small commands where there is no trained personnel officer, qualified senior PN's will be assigned wherever possible to independent duty to provide the professional know-how.

Reporting to a station and being detached from it have always been two of the most time-consuming and patience-straining procedures a man goes through. To eliminate much of the delay, inconvenience and tiresome waiting in these processes, OpNav Notice 5200 of 20 May 1969 stressed the need for commands to reduce to a minimum the number of separate offices the man must visit—the stated minimum being one office.

Attention to the needs of the individual is evident in other recent BuPers actions. For example, the Bureau is emphasizing rating control in distribution, to give more individual attention to a man's skills and duty preferences before transfer. Another instance: BuPers sends out a periodic personnel survey to a random sampling of men in the fleet, to find out what they think about policies and get ideas.

#### The Biggest Problem

All these innovations in training and administration will help considerably to improve personal service. But even when the Navy has done all it can to make sure that the PN (or SH, or HM) knows his stuff and

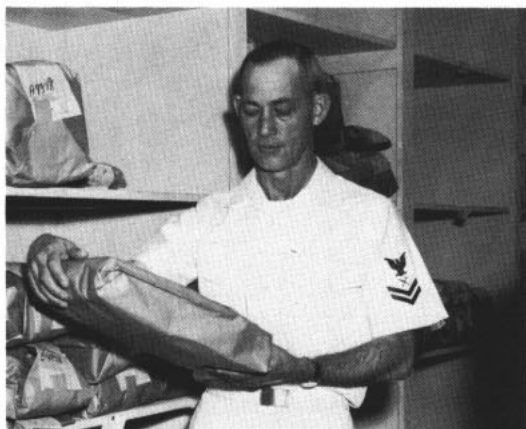
is working in the best administrative setup possible, it must cope with the knottiest problem of all: his attitude toward the people he serves.

Obviously, there's no way to order a man to like people. So how can the Navy improve the image presented by the men in the personal service ratings?

Can men be trained to develop the qualities of good "customer relations"? Or is the knack of people-to-people work something that comes strictly from a man's heredity or upbringing—and if so, how can these natural personnelmen be chosen? What effect do the PN's working conditions (workload, office space, and so forth) have on his attitude? How can such abstract qualities as friendliness and helpfulness be evaluated concretely?

These and similar tough questions are the subject of a study now being made for the Navy by a civilian research firm. The firm's final report is expected this spring; BuPers will use the report to decide on what qualities should be expected from personal service people, how to select (or train, or both) men for the ratings, and how to evaluate the presence of the desirable qualities or skills in men who are already in personal service jobs.

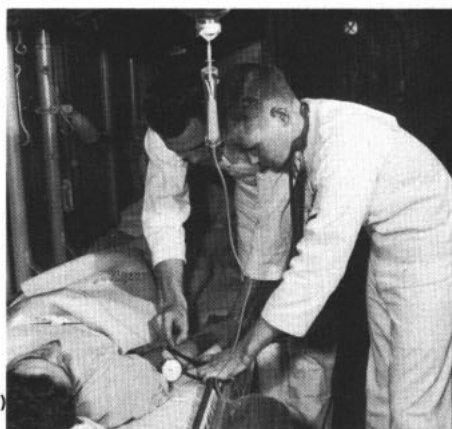
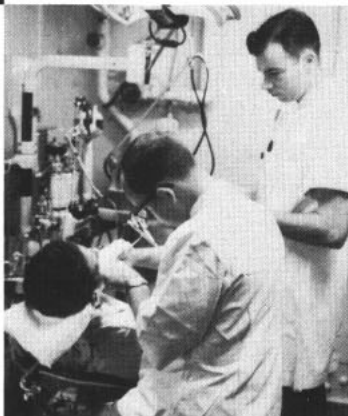
Since the study isn't complete yet, nobody can predict what specific new policies may be made on the basis of it. Possibilities might include special screening of prospective personal service men for custom-



SHIP'S SERVICEMAN (SH)



DENTAL TECHNICIAN (DT)



HOSPITAL CORPSMAN (HM)

er skills; training in face-to-face skills; special evaluations of customer relations qualities to supplement the regular performance marks of men in the personal service ratings—or perhaps different procedures, depending on what the study shows to be necessary.

**W**HATEVER THE DETAILS, the Navy hopes that the program will bring personal service closer to the ideal expressed by the Chief of Naval Personnel, Vice Admiral Charles K. Duncan, in his newsletter, *Tides and Currents*:

"We must see to it that our shipmates are treated with courtesy and efficiency in all matters vital to their personal lives. We must give consideration to the *individual* . . .

"Because of the vital personal concern to each man about his pay, health, transfer of family, care of his family, carrying out his official orders, etc., it is essential that those who are at the 'contact points' and who administer these matters have a dedicated and sympathetic attitude toward the individual man and his family. I am speaking specifically of personnelmen, yeomen, hospital corpsmen, disbursing clerks, storekeepers, and offices handling family matters, such as movement of household effects. In the first place, it is their job and their duty to administer these matters courteously and efficiently. If they do not, a man's entire attitude toward the Navy and his treatment by

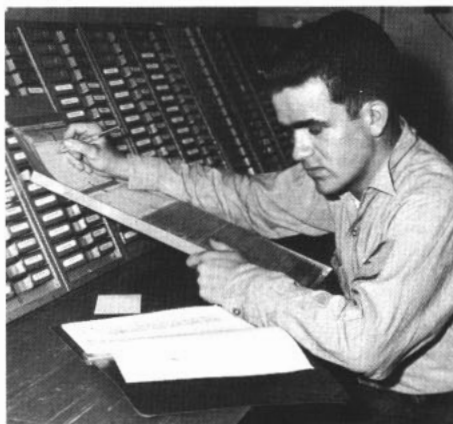
the Navy may be influenced by one or two instances of poor handling of these vital matters. Quite aside from the actual handling, any antagonistic attitude or perhaps a 'don't care' attitude at the 'contact point' can leave lasting impressions which become magnified, especially during the emotional times of family upheaval. Just as with other groups in the Navy, these men—yeomen, personnelmen, disbursing clerks, hospital corpsmen, storekeepers—are frequently of the opinion that they are overworked and even harassed. In some instances this may be true. Nevertheless, they must constantly bear in mind the tremendous influence they play on individual lives of the men and their families and indeed their great impact on the image of the Navy as a whole as seen through the eyes of the individuals with whom they have contact. . . .

"Processing requests or providing information and/or assistance at 'contact points' must be emphasized as a personal challenge. An affirmative attitude on the part of contact point personnel can result in personal satisfaction of a job well done, and all the while negating a feeling of 'they don't care' by a feeling of 'they really care.'"

Everyone will benefit if the Navy can show its men—through their contacts with men in the personal service ratings—that it does really care. It's a big order—but the Navy is making a big effort to fill it.



POSTAL CLERK (PC)



IS YOUR RATING INVOLVED?



AVIATION STOREKEEPER (AK)





Fuel hoses line USS Sacramento's deck as crewmen ready for a replenishment.



# Quiet War in

**B**EHIND EACH MAN who sweats out a mission on the firing line, from the storm-tossed decks of a destroyer to the steaming catapults of a carrier during flight operations, a quieter battle is being waged and won in the waters off Vietnam.

It's the war of logistics, and it must be fought against the incessant ticking of the clock.

The stage for this battle is a stretch of international





Expert seamanship is demanded of both ships during a replenishment sequence. They steam parallel courses at about 15 knots.

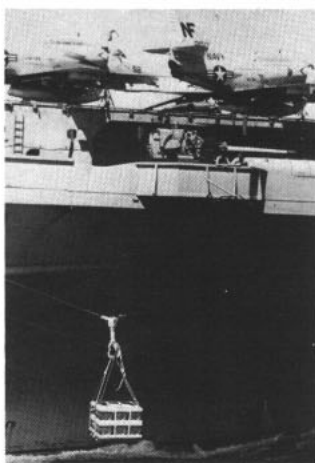
# the Tonkin Gulf

water called Yankee Station in the Tonkin Gulf. It's the base of operations for America's carriers of the Seventh Fleet and the ships of the Pacific Service Force which sustain them.

The concept of underway replenishment — called unrep in Navy parlance — has reached an increasingly high degree of sophistication during the struggle in the Republic of Vietnam. Twenty years ago, the time

it took to resupply a carrier task force with food, fuel and ammunition was figured in days. Today it is measured in hours.

**N**EW EQUIPMENT and techniques which permit spanning fuel hoses and highlines between ships while they steam at better than 15 knots is one answer. Use of the helicopter, capable of transferring cargo at up



Deck force boss signals crane operator to lift cargo to be highlined to *Bon Homme Richard*—cargo is then stored below by the forklift.



Automated elevators and hoists enable *Sacramento's* crew to move tons of supplies in a matter of moments by their pushbutton panel.

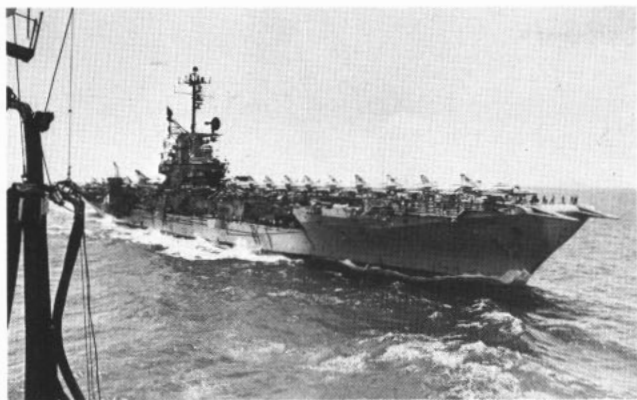
to 200,000 pounds an hour is another.

But the real success of the high state of the underwater replenishment art by Pacific Service Force ships lies in the dedication of the crews. They're youngsters for the most part, their ranks sprinkled with experienced officers and petty officers.

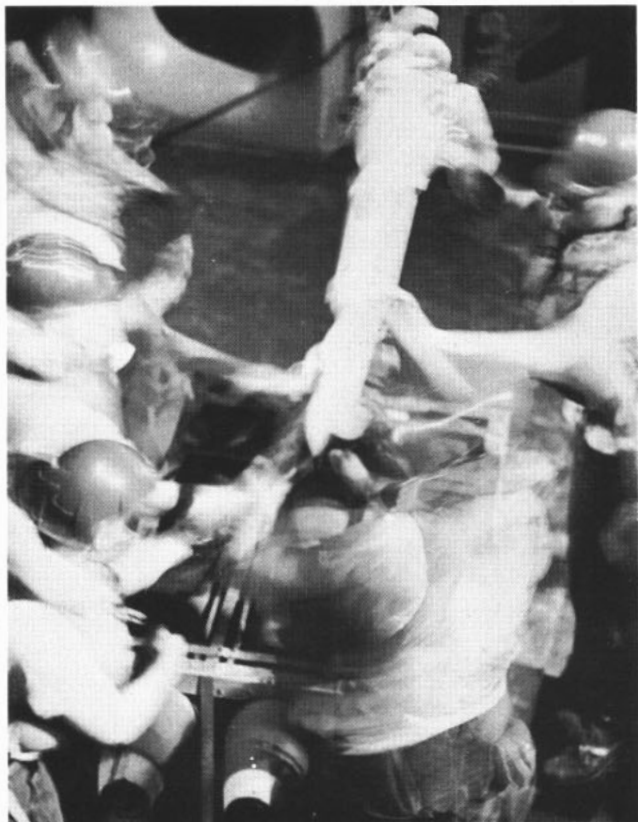
The crew of *uss Sacramento* (AOE 1), a fast combat support ship which operated on Yankee Station

for much of 1969, is typical. *Sacramento's* 180-man deck force averages just over 19 years in age, and not quite a year in naval service.

They receive combat pay for their efforts in the Tonkin Gulf and earn it. Young sailors whose parents had a hard time getting them to mow the lawn last year are now putting in 18-hour workdays with a lot of healthy griping, but no whimpering.



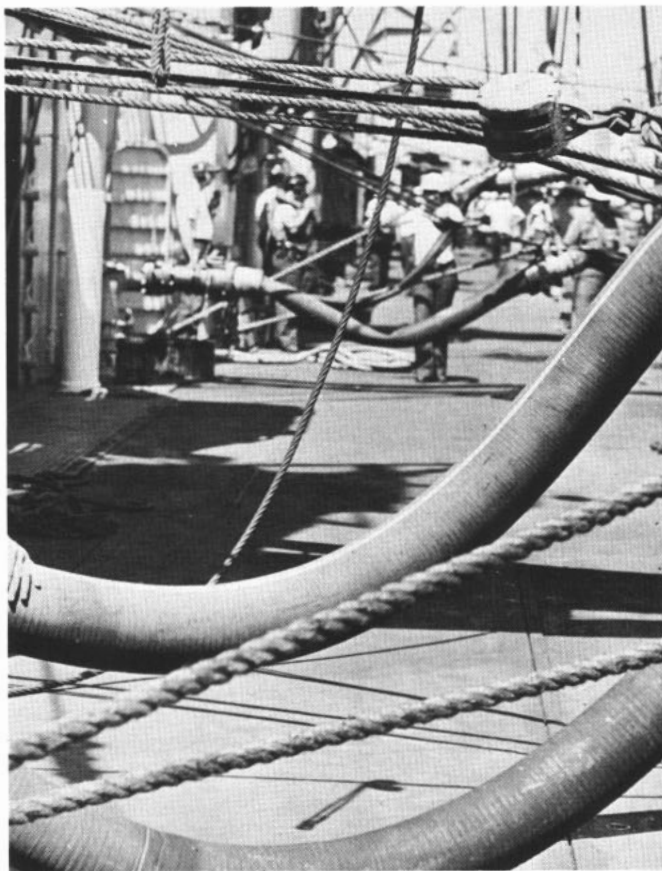
Bon Homme Richard approaches for underway replenishment.



USS Sacramento crewmen appear as blurs while handling cargo.

IT ISN'T UNUSUAL for *Sacramento* to resupply two aircraft carriers and their escort vessels in a single 24-hour period, and then rendezvous with other supply vessels in order to consolidate her own fuel and stores.

What makes this kind of performance possible? Captain Tom Fortson, skipper of *Sacramento*, offered an answer.



Replenishment lines, hoses and gear lie across Sacramento's deck.



Sacramento's helicopters deliver up to 200,000 pounds an hour.

"The fighting's a lot closer out here on Yankee Station than most people think. We see ammunition just highlined from our deck to a carrier being loaded aboard aircraft. The crew knows that within hours these same aircraft might be called upon to support an Army, Navy or Marine unit on the beach.

"That's getting pretty close to the action."

—Story and Photos by JOC Lee W. Coleman, USN.



## ***Identification and Storage of***

# **HAZARDOUS**

**This is a drill, but it could be for real. That's what the Hazard Identification System is all about.**

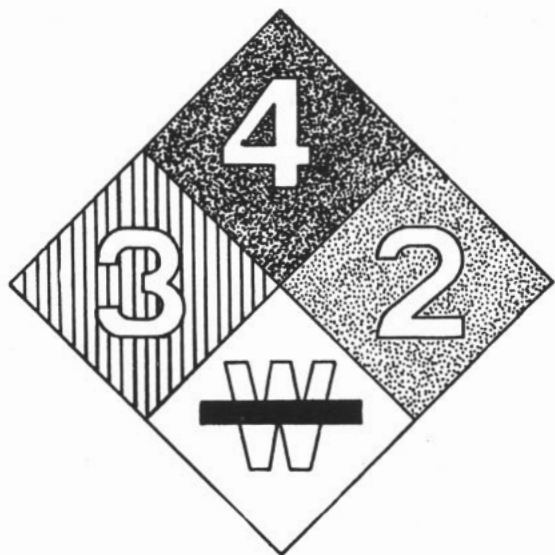


*The Navy is establishing a new hazard identification system which should make identification of potentially dangerous package items a lot clearer and your job a lot safer. The identification of hazardous materials is adapted from a system of symbols developed by the National Fire Protection Association which uses a table published and copyrighted by the NFPA. Permission for the Navy to use this copyrighted material has been granted. The following article has been prepared by Captain Jack E. Honsinger, SC, USN, and Mr. John P. Neubauer of the Naval Supply Systems Command.*

**E**ACH OCTOBER, firemen commemorate the Chicago fire of 1871 by visiting schools, conducting fire drills and telling people about the dangers of storing hazardous material where it shouldn't be.

# MATERIAL

This is the key to Hazardous  
Material Control.



The Naval Supply Systems Command is not about to wait until October to get going with the Navy's program for greater safety. Paint, oil, lacquer, solvents, compressed gas, bilge cleaner, laundry bleach, acid, corrosive alkali, lighter fluid, instant shaving cream and hair tonic are just a few of the hazardous materials you see and handle almost every day.

Some of them you know are dangerous and, because you know, you handle and store them safely. But — you don't know quickly enough what dangers are involved in most of them. When something goes wrong, you have problems. Here's what the Supply Systems Command is doing to help solve them:

## Hazard Identification System

The National Fire Protection Association has developed symbols for quick and easy identification of dangerous characteristics. It was developed because firefighters needed on-the-spot information to protect fire victims and their own lives, and to know which firefighting techniques to use.

The Navy version of the NFPA symbol is shown on page 29. Hazards are identified in three categories: Health, flammability and reactivity. Degree of hazard is indicated by numerals. Number four is the most severe; zero represents no appreciable danger. Health hazards are in the blue diamond to the left; flammability in red on top; reactivity in yellow to the right. The bottom diamond tells you if the material is an oxidizer, acid, alkali, or corrosive material. A "W" with a line through it constitutes a warning NOT TO USE WATER if the material is burning.

The table on page 28 explains what the numbers mean. Read (and try to remember) them now, before a fire starts. You won't have time, later.

## Symbols and Storage

The symbols and numerals have other uses. They tie in directly with storage locations. Page 29 shows where to store the material. It is possible that some items—sulfuric acid, nitric acid and acetic acid, are examples — may be dangerous in all categories, and also may be an oxidizing acid that you shouldn't pour water on.

Acetic acid will burn, freeze and is corrosive. Sulfuric acid will boil and splatter if you pour water on it; it oxidizes material — can start a fire if poured on clothing — will burn your skin and shoes, and eat holes in your belt buckle.

All these, of course, are stored in the acid locker. Fortunately there aren't too many items like these.

The decisions on most things will be simple. They will go in the flammable locker, the sprinkler storage space or acid locker. You will run into trouble when you come to items which have more than one hazard. When in doubt, keep them away from single-hazard items.

**T**HE HAZARD Identification Symbols will eventually be applied by the contractors. They know what they use to make their product and should know its dangers better than anyone else. Some marking will be done by the Navy, but more and more material will be delivered in marked containers.

As each contractor begins to use the new symbols, he will also provide the Fleet Material Support Office with a Safety Data Sheet which contains basic information on his product. From this, engineers, hygien-

ists and safety officers will come up with storage instructions for material with more than one hazard.

If you are a Storekeeper, you should have seen the new Consolidated Hazardous Item List by this time. This is NavSup Pub 4500, compiled by FMSO. It is better known as CHIL. Several thousand dangerous items are identified in it by name and stock number.

As more data is obtained from contractors, it will be added to the CHIL and, before long, the CHIL will have a new look to match the new hazard symbols.

Every activity receiving the Navy Management Data List gets a copy. Your supply officer should have one.

#### Automation

Some day you may very well decide "Why look up all this in a book?" (Such as the CHIL or NavAir 15-03-500 'Packaging and Handling of Dangerous Materials for Transportation by Military Aircraft.')

Some people have already decided not to do so or, when they have looked, they have missed the item. As a result, there have been fires in the aircraft, spill-

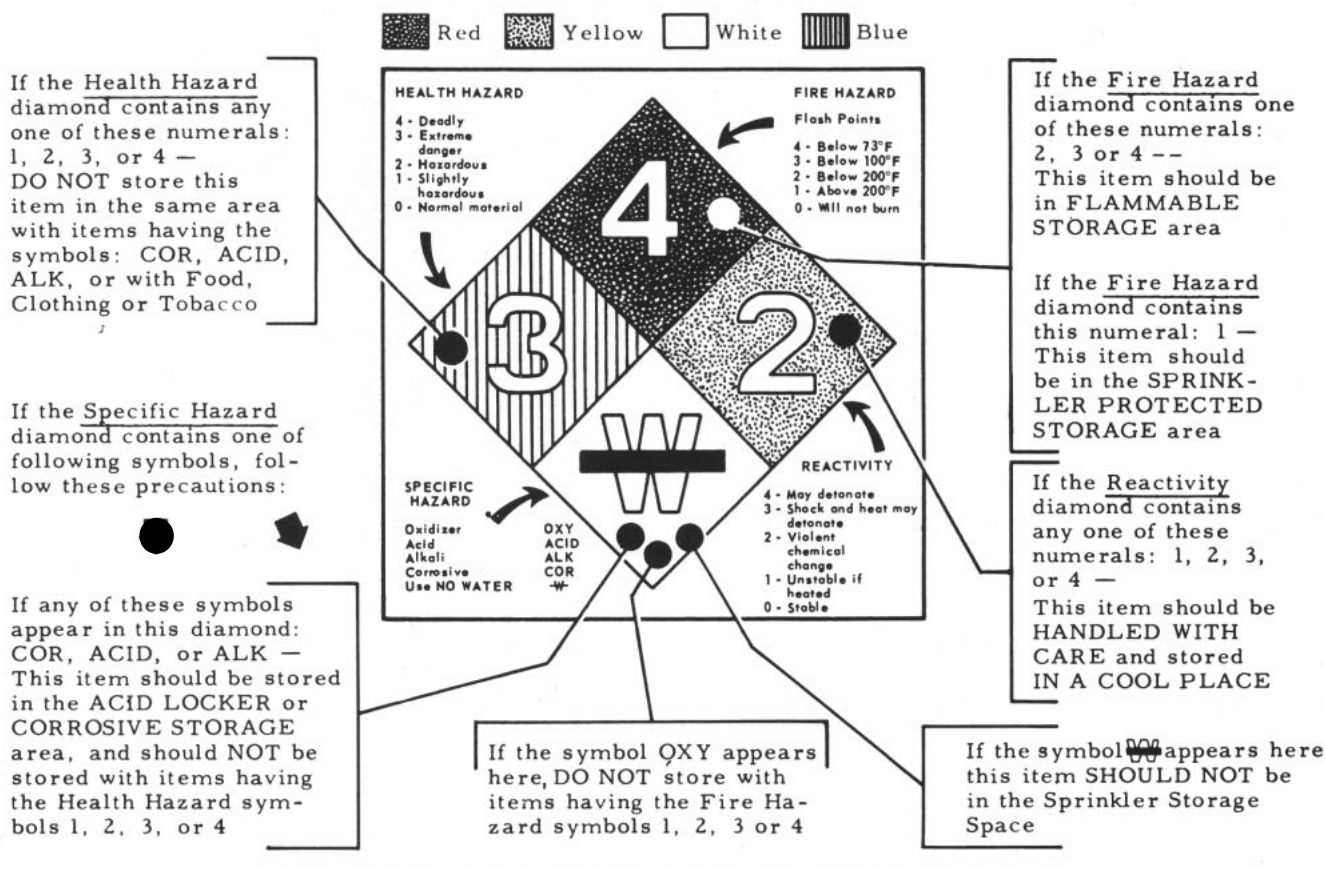
## HAZARD IDENTIFICATION SYSTEM

Identification of Health Hazard Color Code: BLUE		Identification of Flammability Color Code: RED		Identification of Reactivity (Stability) Color Code: YELLOW	
Signal	Type of Possible Injury	Signal	Susceptibility of Materials to Burning	Signal	Susceptibility to Release of Energy
4	Materials which on very short exposure could cause death or major residual injury even though prompt medical treatment were given.	4	Materials which will rapidly or completely vaporize at atmospheric pressure and normal ambient temperature, or which are readily dispersed in air and which will burn readily.	4	Materials which are readily capable of detonation or of explosive decomposition or reaction at normal temperatures and pressures.
3	Materials which on short exposure could cause serious temporary or residual injury even though prompt medical treatment were given.	3	Liquids and solids that can be ignited under almost all ambient temperature conditions.	3	Materials which are capable of detonation or explosive reaction but require a strong initiating source or which must be heated under confinement before initiation or which react explosively with water.
2	Materials which on intense or continued exposure could cause temporary incapacitation or possible residual injury unless prompt medical treatment is given.	2	Materials that must be moderately heated or exposed to relatively high ambient temperatures before ignition can occur.	2	Materials which are normally unstable and readily undergo violent chemical change but do not detonate. Also materials which may react violently with water or which may form potentially explosive mixtures with water.
1	Materials which on exposure would cause irritation but only minor residual injury even if no treatment is given.	1	Materials that must be preheated before ignition can occur.	1	Materials which are normally stable, but which can become unstable at elevated temperatures and pressures or which may react with water with some release of energy but not violently.
0	Materials which on exposure under fire conditions would offer no hazard beyond that of ordinary combustible material.	0	Materials that will not burn.	0	Materials which are normally stable, even under fire exposure conditions, and which are not reactive with water.

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# INSTRUCTIONS ON STORAGE SPACE OF ITEMS CONTAINING HAZARDOUS MATERIAL SYMBOLS



ed acid, or transport refusal by the Military Air Command.

At best, asking people to refer to a book for special shipping precautions is a sometime thing. Who really knows how or when to use the book?

At present, some computers at supply activities print out "white label" or "red label" or other instructions on the forms used by stock pickers and packers. This is the right way to do it—when a man needs a tool, in this case, information — make it available.

Some day in the future, the data now in the CHIL, together with new information, will be fed to the user through computer programs that produce storage documents, shipment and material release orders, cargo manifests — working paper of all sorts. In this way, the data will be available when and where needed, eliminating chance from the hazardous-data link.

Chemists and safety engineers will have to work out the best instruction for each item which presents a problem. When this is done, an instruction can be recorded in the data system and fed through with the material and documents, so that the data doesn't have to be discovered each time.

## Publications

One source of information on dangerous materials is the National Fire Protection Association publication

"Fire Protection Guide on Hazardous Materials." It combines five separate publications in one volume:

Title	NFPA Number
Flash Point Index of Trade Name Liquids (Covers 7300 products)	325A
Fire Hazard Properties of Flammable Liquids, Gases and Solids (Data on 1100 substances)	325M
Hazardous Chemicals Data (Covers 500 chemicals)	49
Manual of Hazardous Chemical Reactions	491M
Recommended System for the Identification of the Fire Hazard of Materials	704M

The first three titles contain flash-point and other data which will be tied in with the stock numbers in the CHIL. The fourth deals with chemical reactions and is a good guide to potentially dangerous combinations. The final section describes the NFPA Hazard Identification System, and includes the official definitions for each degree of hazard.

Procurement documents are referring to this publication for definitions. Some day it may be recognized as a Federal or military document. Meanwhile, the Supply Systems Command is trying to find a way to get copies to people who need them most. If you think you can use it, but can't wait, it may be purchased for \$5.50 from the National Fire Protection Association, 60 Batterymarch St., Boston, Mass. 02110.



CH-46 helos are spotted forward on Iwo Jima's flight deck, their shapes forming patterns when the sun breaks through a cloud bank.

# A Picture Is Worth Ten Thousand Words

The figure of an Iwo Jima flight deck director takes on an unreal character as he directs aircraft.



**A**SK MOST ANY photographer: For stark drama and beauty, it's hard to beat the play of sunlight, the sky and the silhouetted figure.

That seems especially true when the three are employed pictorially aboard a ship at sea.

Take, for example, the case of the amphibious assault ship *uss Iwo Jima* (LPH 2), until recently deployed to the Western Pacific as a unit of the U. S. Seventh Fleet's amphibious force.

For the crew of *Iwo Jima*, a day at sea usually is taken up by the normal chores associated with ships and seamen.

But there is an important, added responsibility: launching and recovering helicopters carrying combat-ready U. S. Marines and the tons of supplies needed to support them.

While their ship was operating in Vietnam waters as an integral part of an amphibious ready group, the LPH's sailors and her embarked Marines took on the rugged assignment of conducting amphibious assaults on enemy-held coastal areas.

The job was dirty, dangerous and deadly.

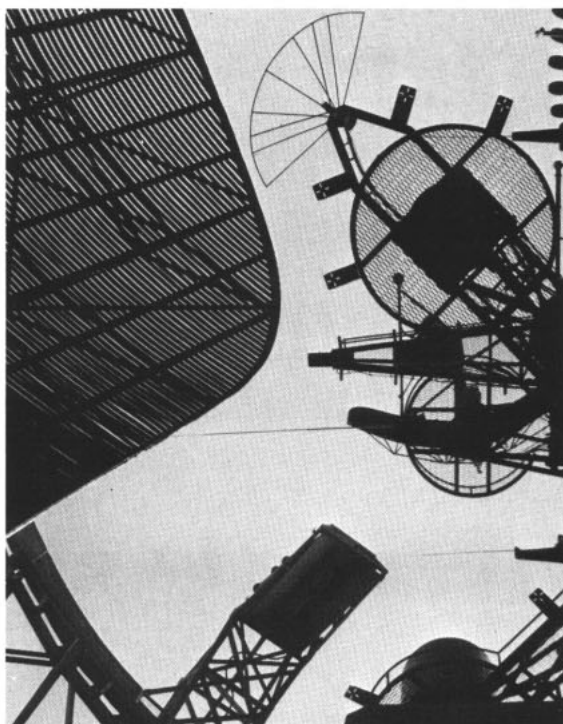
But even when you're in combat, there is a chance to see things a different way—if you look hard enough.

And if you take pictures for a living, you do your seeing through the lens of a camera so you can present what you've seen to others.

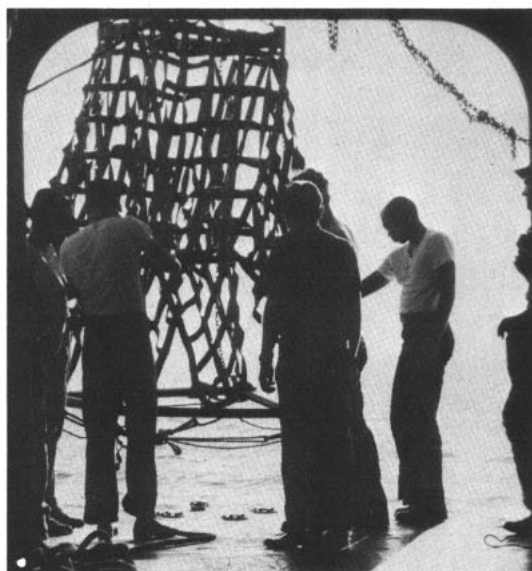
Aboard the "Jumpin' Jima," men and machines take on a new form and meaning when the photographer tries to make use of sun, sky and silhouette.

—Photo Story by JOC John Burlage, USN  
and JO3 Dean Gruver, USN

The crossed-wands sign by a landing signalman tells the helo pilot he can lower cargo to the deck.



Radar and weather equipment on *Iwo Jima's* superstructure forms a geometrical design. Below: Crewmen ready a cargo net that is to be raised to the flight deck.



Below: A giant "snout" is formed by the partially lowered ramp and tail section of a CH-46 Sea Knight.





# today's navy

## EOD Honored by Memorial

Explosive Ordnance Disposalmen who gave their lives while performing an EOD mission are to be honored by a monument on the banks of the Potomac River at the Naval Ordnance Station, Indian Head, Md.

The monument has been designed in the form of four vertical stone slabs on which will be inscribed the names of the EOD honored. Each stone slab will represent one of the four U. S. armed forces.

A fund drive is currently underway through annual memorial balls, direct donations and the sale of EOD plaques to raise the funds for construction. The plaque, a replica of the EOD badge, measures approximately 10 inches across by 5 inches high, suitable for hanging.

Information on plaque purchases together with where donations may be sent can be obtained from any of the service liaison officers at the Naval School, Explosive Disposal, Indian Head, Md. 20640.

EOD units are scattered throughout the world in all branches of the U. S. armed forces. Yet, the EOD technicians seem to have a homing instinct for Indian Head. Here, they receive their basic training; here, they return again and again for refresher training just as they have since the days of World War II. Because of this relationship, the memorial committee decided Indian Head would be the most appropriate site for the EOD monument.

## JFK's Spads

With signs like "Jets are for kids" and "On loan from the Smithsonian Institution", the *Spad* pilots aboard USS *John F. Kennedy* (CVA 67) kept their sense of humor to the end.

The final curtain came down in December for *JFK's Spads* when the carrier returned to its home port with what its pilots vowed were the two oldest operational

aircraft (tailhook type) in the Navy.

The *Spads* (officially known as A-1 *Skyraiders*) were flown by Tactical Electronics Warfare Squadron 33, Detachment 67. For these pilots, flying a *Spad* was like driving an antique car — it took skill and a certain amount of daring.

But even its advocates acknowledged that the A-1 was a difficult plane to fly. "It's not just one go-stick," they said. "You have the throttle, mixture, torque and rudder to worry about."

But with some nostalgia, the pilots also acknowledged that every landing was a thrilling experience. "With the aerodynamics of this plane, you must hit the deck in exactly the right attitude or you bounce and can easily catch a prop."

Although their old A-1s were uncomfortable, most of their flyers volunteered for the duty and were glad they did.

According to them, it was the best plane in the Fleet to teach a pilot fundamentals. One called it "seat of your pants flying."

Aboard *John F. Kennedy*, the *Spads* were used for electronic countermeasures warfare or the detection and jamming of enemy radio signals.

Occasionally, when a jet jockey saw a *Spad* chugging lazily along, he would take it on in a mock dogfight only to be outmaneuvered, outfought and outclassed by the underdog.

Although the *Spad* admittedly was too slow and too vulnerable to compete with a jet, shrewd airmanship and maximum use of its turning capability could occasionally put a *Spad* ahead of its limitations. The *Spad* has, in fact, brought down a Mig or two in Vietnam.

But in December, the era which some pilots considered equal to the silk scarf and goggles days of World War I came to an end.



## New Orleans Is New LPH

Men with orders to *uss New Orleans* (LPH 11) have been assigned to the Navy's newest amphibious assault ship.

Homeported in San Diego, *New Orleans* is the third Navy ship named after the gulf port city and famous battles of the War of 1812 and the Civil War.

The first *New Orleans* to see service was a 3430-ton cruiser commissioned in 1898. She served in the Spanish-American War and in World War I. The second ship, a 10,000-ton cruiser, was commissioned in 1934 and survived the Japanese attack on Pearl Harbor to participate in 16 engagements in the Pacific campaign.

Today's *New Orleans* has a completely different mission from those of her predecessors. Weighing in at 18,000 tons, she's designed to transport up to 2000 Marines and their equipment to amphibious operations and land them by means of 20 helicopters from her helicopter deck. In addition, the ship has an antisubmarine capability, if needed, and is equipped to serve as a temporary medical facility and casualty evacuation ship.

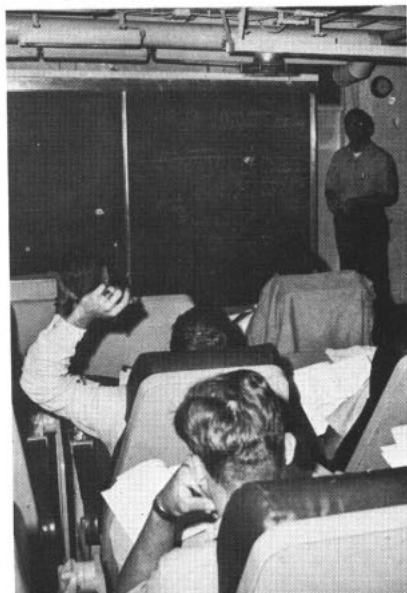
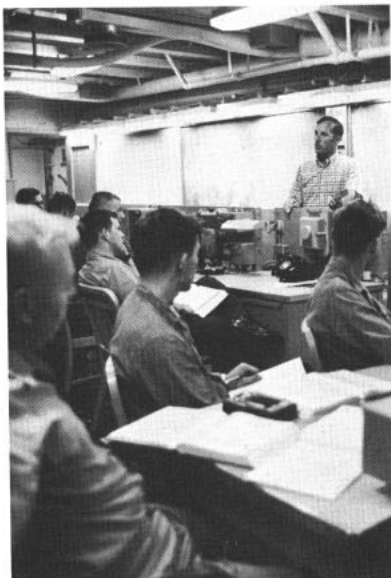
The new ship arrived at her home port last March, transiting the Panama Canal from the Philadelphia Naval Shipyard. She made preparations for combat operations and set out on her initial Far East tour on 1 August as flagship for Commander, Amphibious Squadron One.

The addition of *New Orleans* to the Pacific amphibious force bolsters the vertical envelopment concept of warfare. This tactic has been well tested and proven successful by LPHs during some 60 amphibious operations launched so far in Vietnam.

## She Sets a Fast PACE

When *uss New Orleans* (LPH 11) returns from the Western Pacific this winter, 25 of her crewmen will be seasoned college students, members of the Navy's fraternal order of PACE—Program for Afloat College Education.

They enrolled in the program, sponsored in this case by San Diego



**PACE MAKER**—Crewmembers of *USS New Orleans* receive instructions in economics and college algebra from professors of San Diego State College as their PACE program gets underway. At left: the amphibious assault ship, LPH 11.

State College, just before taking *New Orleans*, the Navy's newest amphibious assault ship, on her maiden voyage to the Far East.

Eleven of the men are studying Intermediate Algebra while 14 are learning the Principles of Economics. Credits earned may be applied to college degrees.

PACE is a Bureau of Naval Personnel higher education project offering 40 college level courses to students aboard ships.

Aboard *New Orleans*, some time before the ship got underway for the Western Pacific, instructors from San Diego State College gave daily lectures to the students for the first week of the course. After that, it became a self-study program. Progressive tests have been administered by a ship's officer who also serves as a proctor, answering questions that arise during the students' study.

Near the end of the semester work, after the ship's return, the college instructors will spend another week on board with the students reviewing the course material, then administer final examinations to the classes.

The course grades will be submitted to the college registrar and the ship's educational services officer who will see to it that a certificate of completion, in the name of each student completing the course successfully, is made a permanent part of the Navyman's service record.

Other courses offered by San Diego State College under the PACE program include History, Government, Computer Programming, Trigonometry, Chemistry, Geography, Psychology, and English and American Literature. *New Orleans* hopes to include some of these in future study sessions.



**WINNERS' REWARD**—CDR Earl Rippee, senior class winner, and Seaman Mike Wagenbach, junior winner of the Reserve Nautical Mile Run, receive trophies and a smile from TV star Miss Pat Woodell.



**RESERVE SPEED**—Seaman Mike Wagenbach crosses the finish line to win the under-age-40 class in the Reserve Nautical Mile Run sponsored by Naval Reserve Surface Division 11-35(L), North Hollywood, Calif.

### Nautical Mile Champs

The Third Annual Naval Reserve Nautical Mile Run was held recently at Los Angeles Valley College. It brought out the largest turnout of participants and spectators in the event's three-year history, and previous records were broken in both the senior (over age 40) and in the junior (under age 40) classes.

For the first time, the event was held on a regulation quarter-mile track instead of on the cross-country type course at Valley Plaza Park in North Hollywood, where the unusual race originated in 1967.

The 1968 winners, Seaman Mike Wagenbach, junior class, and Commander Earl Rippee, senior class, scored a repeat victory to become the champs through 1969.

Wagenbach, who is also a Southern California Junior College mile champion, had competed in a five-mile cross-country race earlier that day. He covered the 6076-foot course (which, for you landlubbers, is 265 yards farther than a statute mile) in the foot-blistering time of 5 min., 15 sec., while Rippee established a new record of 6 min., 19 sec. for the senior class.

Other junior class winners in a field of 32 were Chief Fire Patrolman Robert Whitman, second; Lieutenant James Thompson, third.

In the senior class Lieutenant Commander Marvin Wallingford was second; and Commander A. D. Jones, third.

The sponsor of the event was again Naval Reserve Surface Division 11-35(L), North Hollywood, whose Commanding Officer is Commander L. V. Delling. Rear Admiral Charles M. Paxton and Rear Admiral Harland Holman were there to applaud the winners, as representatives of Rear Admiral M. E. Dornin, Commandant, 11th Naval District.

Miss Pat Woodell, appropriately described as vivacious and curvaceous, a former star of a TV series, presented the awards to the winners, along with a Hollywood-style kiss. Another noteworthy factor was that the two first-place winners were both trained by former Olympic distance star Laszlo Tabori, the third man in history to break the 4-minute mile.

### Perry Hall Dedicated

A new technical training building, Perry Hall, has been dedicated at Naval Officer Candidate School, Newport, R. I.

The structure includes 58 classrooms with the latest training devices, a rifle and pistol range, and the Navy's newest computerized tactical trainer — designed to give officer candidates practical application of their 18 weeks of classroom work.

The building is named in honor of the two Perry brothers, naval heroes of the 19th Century.

### Appointment for MOH Winner

Another chapter has been added to the story of Boatswain's Mate 1st Class James E. Williams, one of the most decorated Navymen of modern times.

Williams, who entered the Fleet Reserve in April 1967 after service which earned him the Medal of Honor, Navy Cross, Silver Star and numerous other decorations and awards, has been appointed U. S. Marshal of his home state, South Carolina.

Williams received the appointment from President Nixon during ceremonies at the White House. As U. S. Marshal he becomes South



Carolina's chief federal law enforcement officer.

The retired Navyman received the Medal of Honor from President Johnson in May 1968 when the Hall of Heroes was dedicated in the Pentagon.

As skipper of river patrol boats in the Mekong Delta between May 1966 and early 1967, Williams was twice wounded and many times a hero (ALL HANDS, June 1968). He earned some two dozen medals and awards in the course of his career.

### Qui Nhon Turnover

The turnovers continue and one of the biggest to date took place last November when the U. S. transferred control of the Coastal Surveillance Center at Qui Nhon to the Republic of Vietnam Navy.

The Vietnamese thereby assumed sole responsibility for patrols in half of the 54 inshore surveillance stations between the Demilitarized Zone and the Cambodian border.

Eventually the Vietnamese will take full responsibility for the coastal surveillance and anti-infiltration operations now conducted by U. S. Task Force 115.

### Nha Trang Advisors

AS THE VIETNAMESE NAVY continues to grow, Vietnamese Navymen have taken over many jobs formerly performed by Americans.

But for some, such as the U. S. Advisors at the Vietnamese Naval Training Center, Nha Trang, the turnover means more work, not less.

In order to train a sufficient number of Vietnamese in the operation and maintenance of their expanding naval assets, the NTC schools complex has grown to accommodate more students.

Accordingly, the American advisor-instructor team has also been increased.

At this writing, NTC Nha Trang is the site of the Vietnamese Naval Academy, plus seven technical courses which are equivalent to the U. S. Navy "A" schools for Electronics Technician, Electrician's Mate, Radarman, Radioman, Dam-

age Controlman, Quartermaster and Engineman.

The 25-man U. S. Advisory Team has plenty to do.

One officer and eight enlisted men teach the English language, and each of the "A" schools has at

least one senior petty officer who monitors the curriculum and lends technical advice to the Vietnamese instructors.

—Story by LT D. L. Molnar, USN.

—Photos by  
Spec 5 J. Burchfield, U.S.A.



Aerial view of the U. S. Navy Training Center, Nha Trang.



SMC Smith (left) watches as Chief Luat sends flashing light to a Signalman class.



EMC Loignon (right) advises Ensign Tao on the distribution of training aids.

LT Colsen (left) and base maintenance officer LT Luy discuss plans for base rehabilitation.



ETC (SS) Bevans (left) and Warrant Officer Ut inspect equipment used for training Vietnamese ETs.



## TODAY'S NAVY

### NUC for Gulfport

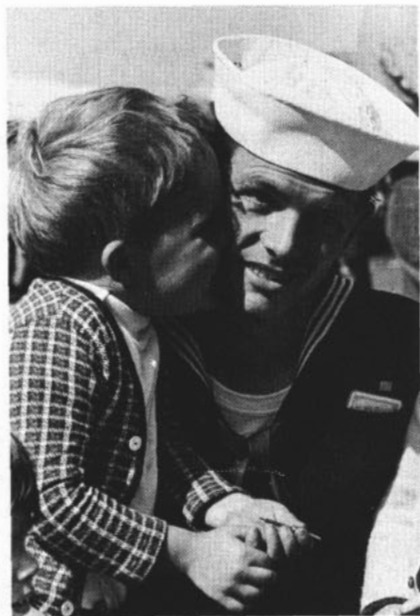
Seabees and Marines assigned to the Gulfport Seabee Center have been awarded the Navy Unit Commendation for their rescue and recovery work following the Camille hurricane in August. Eighty-two medals also were awarded at the ceremony held 31 October.

The Gulfport Seabee Center was awarded the NUC for "exceptionally meritorious service from 16 August to 1 Oct 1969 just prior to, during, and after Hurricane Camille struck the Gulf Coast west of Gulfport, Miss., on the night of August 17."

The Legion of Merit was awarded to Captain James M. Hill, Jr., commanding officer of the Center. Eighty-one other officers and enlisted men from the Seabee Center staff; Mobile Construction Battalions 121, 128, 74; the 20th Naval Construction Regiment; the Construction Training Unit; the Fourth Amphibian Tractor Battalion; and the U.S. Marine Corps Reserve were recipients of one of four medals — the Navy and Marine Corps Medals; the Meritorious Service Medal; the Navy Commendation Medal and the Navy Achievement Medal.

The work done by the Gulfport Seabees during and after Camille has been described in the November issue of ALL HANDS (page 2).

A Navyman returning home receives a real welcome as photographed by AN Richard L. Klain, USNR.



### Helping Hands

*On these and the following two pages ALL HANDS records a sampling of the many instances during recent months in which the U. S. Navy, its men and its ships have come to the rescue or lent a hand where needed, in various parts of the world.*

*Little publicized, these incidents add up to a meaningful account worthy of recognition.*

### Valcour to the Rescue

Things can get pretty warm in the Persian Gulf, as the crew of USS *Valcour* (AGF 1) can attest.

*Valcour* was moored in the Bahrain Island ship repairing and engineering company yard when a drydocked tug about 50 feet away caught fire. Flames from exploding oxygen-acetylene bottles quickly spread to an oil slick and soon were shooting 100 feet high. Heavy smoke began pouring from the dock.

As the command ship's fire party quickly set up equipment on the fantail and began fighting the advancing flames, the bridge watch made ready to get underway, but before the ship could move, the burning oil had been driven away and *Valcour* chose to remain to fight the fire in and around the drydocked tug.

Assuming command of the situation, *Valcour's* damage control assistant, Lieutenant (jg) Raymond G. Lee directed the rescue party in rigging equipment on the pier. Meanwhile, Damage Controlman 2nd Class J. D. Messer led the attack and swept flames off the water while other members of his team rigged portable firefighting pumps and foam generating gear.

They were soon joined by local shipyard workers and within 20 minutes of the first alarm had the flames under control. The fire was declared extinguished in little more than an hour.

The tug, *Kermac XVII*, of Panamanian registry, sustained topside and exterior hull damage. The ground and surrounding area were

charred from the flames, but another drydocked tug and barge were undamaged. No one was injured in the incident, nor was there any damage to *Valcour*, flagship for Commander, Middle East Force, which operates in the Persian Gulf, the Red Sea and the Indian Ocean.

### Long Beach Rescues

Being a member of a ship's search and rescue team in Vietnam waters is like being a fireman. While waiting for the firehouse bell to ring, you train and practice. Then you train and practice some more, not really certain whether or not you want your professionalism tested.

But odds are better than even the test will come, just as it did recently for the crewmen of the nuclear-powered guided missile cruiser USS *Long Beach* (CGN 9).

Word had reached the ship that an A-7 *Corsair* jet pilot was in trouble and soon would be forced to bail out near the Vietnamese coastline. He had been on a mission from the carrier *Coral Sea* (CVA 43), but because of engine failure would ditch about 15 miles short of his return.

*Long Beach* served as the coordinator during the rescue effort. Her combat information center directed two helicopters to the scene and dispatched the destroyer *Alfred A. Cunningham* (DD 752), traveling in company with CGN 9, to the pilot's aid. One of the helicopters plucked the uninjured pilot from the water and flew him directly to the carrier.

It was that easy, but only because of the fireman-like training and practice exercised by the *Long Beach* rescue team, reports the ship.

### Nam Hoa Waterworks

No matter how you look at it, Nam Hoa, RVN, is a bleak and desolate place. Perhaps only the Seabee sense of humor could convert its waterworks to Ye Old Seabee Inn. That's what happened and the sign in Old English at the gate proves it.

There are only five Seabees at Nam Hoa. It's their job to supply

nearly a million and a half gallons of water each day to thousands of Army, Navy, Marine Corps and Air Force men who occupy the large Phu Bai complex.

The water is pumped from the Perfume River through 10 miles of 12-inch pipe to a treatment plant at Dong Da on the outskirts of Phu Bai. Here the water is settled, passed through rapid sand filters and chlorinated.

To keep a steady flow of water at correct pressure in the pipeline, somebody must be on the job 24 hours a day.

There are, for example, the station's powerful motors to be checked constantly, refueled and kept in smooth running condition.

For the men at Nam Hoa, the pipeline itself is another item to keep in repair. It is laid on or near the surface of the ground and sometimes develops leaks—occasionally through bullet holes.

Although such leaks don't appreciably affect the water pressure, they have a nuisance value and one man has to check the water line daily.

The necessity for constant operation of the installation has virtually required its Seabees to set up house-

keeping at the station; eating and sleeping next to the pump motors.

Such domesticity isn't without risk. Nam Hoa is only a few miles from the A Shau Valley which, in the past, has been the scene of heavy fighting. The Seabees haven't forgotten this and keep a watchful eye for any suspicious movements.

—Journalist 3rd Class Larry Long.

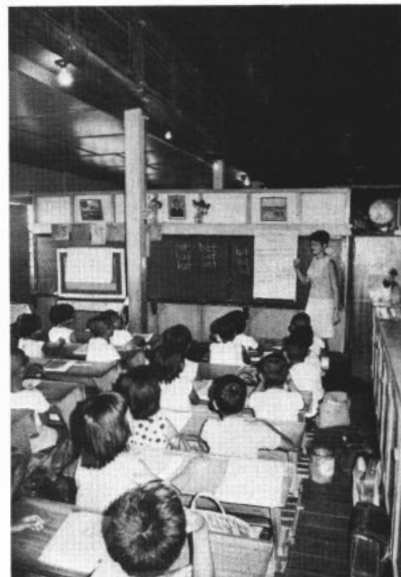
### Francis Marion Helps Anita

Mediterranean duty isn't dull—at least not for the Navymen of USS *Francis Marion* (LPA 249) and other ships of Amphibious Squadron 4.

First the men of the squadron helped fight a forest fire at Cannes, France. Then, in Malta, men from *Francis Marion* helped save a burning freighter.

The most recent break in the routine came while the squadron was anchored at Carboneras, Spain, for an amphibious exercise. A local fishing trawler, the 50-foot *Anita G*, holed her port side on rocks and settled close inshore with her decks awash.

On a request from the mayor of Carboneras, the *Francis Marion* Rescue and Assistance Team went to work to refloat the trawler.



**SCHOOL TIME**—Mrs. Marylin Erickson, a Subic Storyteller, adds music to English lesson as she participates in Subic Naval Base People to People project.

Divers from UDT 21 assessed the damage to the foundered boat. Then damage controlmen from *Francis Marion* sealed the topside hatches and rigged pumps to raise her.

While more than 200 townsmen watched, two LCM-6s and a LARC amphibious vehicle pulled

## NAS Memphis: Accent on Youth

More than 750 children came to NAS Memphis last summer for fun and learning in the base Summer Youth Program.

The children, mostly from the poorer sections of Memphis, were given tours, boat rides, swimming instruction, and physical and moral guidance during their three-day stays with the Navy.

Now in its second year, the youth program was established to support the President's Youth Opportunity Program. It is a joint effort of NAS Memphis and Youth Services in Memphis, Inc. (For a different kind of Navy youth program, see the article entitled "NTC Bainbridge: Camp Concern" in the September 1969 issue, page 32.)

The youngsters arrived on base in buses provided by Youth Services, and were assigned to civilian

and Marine Corps counselors. In the next three days, their schedules were on a Navy pattern. They adhered to reveille and taps, swabbed decks, stood inspections, and ate in the base mess hall.

Navy chaplains met with the groups for lectures and movies on character guidance, religious activities and moral responsibility. The children were given fluoride treatments at the base dental clinic and a Navy physical fitness test in the base gym.

But the majority of the visit was devoted to fun and learning. The youngsters were shown water safety procedures, then swam in a base pool. They took three-mile hikes to Navy Lake; on arrival, they received instruction in safe boating practices and then went on boat rides. Softball games and track

meets stressed teamwork and sportsmanship.

New this year was a program for girls. A group of 21 girls set out in late August to follow nearly the same schedule as that of the boys. Though a few planned activities were dampened by rains after the passage of the remnants of Hurricane Camille, the girls enjoyed the pools, exercise room, bowling alleys, mess hall and Wave quarters.

Charles Novak, youth director of the NAS recreation department, called the summer activity "a modern program providing for individual needs, differences and interests to help the participant find personal satisfaction and enjoyment."

Apparently the program fulfilled its mission. The kids had a ball.



## TODAY'S NAVY

*Anita G* onto the beach.

The Navymen gently turned the boat onto her starboard side to expose the damage, four large holes and several small ones. *Francis Marion* damage controlmen made patches of white lead, canvas and sheet lead; UDT 21 divers nailed the patches in place.

Just as *Anita G* was ready to be refloated, a storm came up. Two Marine tracked vehicles held her fast as the surf pounded the beach.

She suffered some additional damage in the storm—but it's almost certain that if she had been left in her original position, off-shore with decks awash, she would have been demolished by the 15-foot surf.

*Anita G's* owner offered bottles of wine to the salvage team to show his gratitude for saving his boat.

Thanks to *Francis Marion*, the United States now has some firm friends in Carboneras. Also in Cannes and Malta (see below).

### PMU at Da Nang

Under the bright light in the quonset hut, deft hands worked quickly with the tiny scalpel. A drop of saline solution fell from a bottle overhead. The salivary glands were removed.

And it all happened under a microscope. The Preventive Medicine Unit (PMU) of the station hospital, Naval Support Activity Da Nang, had finished dissecting one of thousands of mosquitoes as part of its quiet battle against malaria.

At some times in the past several years, eight of every 10 hospital beds in Vietnam were occupied by victims of disease, not war. The major disabler has been malaria.

The female anopheles mosquito transfers malaria parasites to humans when it "bites" men. The best way to prevent the disease is to eliminate the mosquito before it has a chance to bite people.

However, not all of the 39 known types of anopheles in Vietnam may be carriers. The PMU is now directing an insecticide control program aimed at all types—but in an area as large as I Corps (the five north-



Member of Preventive Medicine Unit, Naval Support Activity Da Nang, checks mosquito organs for malaria parasites.

ernmost provinces of the Republic of Vietnam), it's impossible to kill all the mosquitoes.

A reduction in the number of mosquito carriers can best be achieved if the unit can identify the types responsible for disease transmission and determine the distribution as well as their feeding and breeding habits.

Control operations can then be directed to the particular species. Insecticides are more effective when applied during the period that the mosquitoes are concentrated for feeding near the human host or when applied to water sources producing the mosquitoes. Both of these habits vary widely among the different types.

One type might breed only in swamps and feed at night; another feeds during daylight and breeds in small pockets of stagnant water, such as tin cans. If one type is identified as a carrier, knowledge of its habits will allow the PMU to zero in on it without wasting effort on less harmful types.

So unit members collected more than 300,000 mosquitoes in the past year. They used bait in traps such as light bulbs and dry ice—the latter because it gives off carbon dioxide, which mosquitoes mistake for the CO<sub>2</sub> in a man's breath. But

often the collectors offered themselves as bait, to establish which types of mosquitoes are man-biters in a particular area. Two collectors have contracted malaria.

Disease is not the only danger. Since trapping in areas where malaria is most common increases the chance of finding carriers, collecting team members must often go into combat areas. Most have been fired at while catching mosquitoes.

After the insects are caught, female anopheles are dissected. Examination of the salivary glands and gullet, where malaria parasites live, exposes the parasites if they are present and establishes which types of mosquitoes are carriers.

How many mosquitoes will it take? Quite a few. "Since the number of mosquitoes carrying malaria is thought to be as low as one in 10,000," a PMU entomologist noted, "we can hope to find only four or five carriers this year. However, finding that many carriers of one type will be significant."

PMU members are well qualified for the long task. The entomologists have an average educational level of master's degree or higher in the study of insects; working with them are doctors and highly skilled lab technicians.

One team member summarized their work:

"We are rarely rewarded with a positive result of our efforts. But we look forward to making a decisive step in controlling malaria, and that will be compensation enough."

—Story by Seaman Tim Lederle

—Photo by PH1 L. D. McLendon

### Firefighting at Malta

Each year, the island of Malta observes a national holiday known as Great Siege Day to commemorate the lifting of the Turkish siege in 1565 and the Axis siege in 1944.

The port city of Valetta becomes crowded with Sixth Fleet Navymen and other tourists who join the Maltese in there'll-be-dancing-in-the-streets-tonight type celebrations.

This past fall, Great Siege Day



almost had a crisis. Three days before the festivities were to begin, *ss Kristine Pace*, a Maltese freighter, broke out in fire while anchored in the harbor off Valetta.

It was the type of fire you hear about at damage control school. The ship was virtually engulfed in flame. Her main deck buckled from the heat and her hull glowed cherry red.

The U. S. ships visiting the harbor for Great Siege Day were quick to respond to the emergency. They immediately called for firefighting and rescue crews and began to lower boats.

First to reach the stricken freighter was a boat from *uss Francis Marion* (LPA 249). The boat crew pushed alongside *Kristine Pace* and rescued four men from her burning decks.

Meanwhile, firefighting parties from *Francis Marion Rankin* (LKA 103), *Donner* (LSD 20), *Ashtland* (LSD 43), *York County* (LST 1175), *Zellars* (DD 777), *Norris* (DD 859) and *Grand Canyon* (AD 28) arrived at the scene and began to pour water onto the blaze.

Two hours and thousands of gallons of water later, *Kristine Pace*'s topside fires were out. The salvage ship *Opportune* (ARS 41) then tied up alongside and sent teams below decks to extinguish flames that still burned in the hold.

The Maltese port captain later said the freighter would surely

have sunk had it not been for the "professional and timely assistance of the U. S. Navy firefighters."

And had the ship sunk, enough of the harbor would have been blocked to make Great Siege Day more of a bust than ball.

### Tunisia Offered Helping Hand

The rain that poured onto central Tunisia in North Africa last October was the heaviest in 68 years. Floods washed away thousands of homes. More than 400 were known dead.

Of immediate concern were food, shelter items and medical supplies, including drugs to combat typhus and typhoid, for the farmers and villagers isolated inland.

But moving these items posed somewhat of a problem, because flooding had made travel impossible except by foot or by donkey.

*uss Concord* (AFS 5), operating in the Mediterranean north of Tunisia, had no donkeys, but she did have two helicopters.

As the crisis developed, the combat store ship turned hard right and in less than 22 hours was unloading supplies at Lagoulette, Tunisia, and moving them by helo to four of the hardest-hit inland areas.

During one day of airlift operations, the pilots and crewmen moved more than 22,000 pounds of food and medical supplies.

To reach the areas isolated by flooding, the pilots landed the aircraft on streets, a soccer field and,

in one instance, a railroad track.

The helicopter that Lieutenant (jg) John Olmstead first landed in the middle of the main street of Sidi Bou Ali was greeted by more than 800 starving Tunisians. The city had been isolated for seven days and virtually without food for most of that time.

Meanwhile, Lieutenant Charles Mattox landed his helicopter at an abandoned railway station five miles south of Kairouan, a village that had been washed away in the flood. There was no landing site, as such, so LT Mattox put the helo down on the railroad tracks . . . "The front wheels between the tracks, the side wheels on the outside of the rails."

He found 60 townspeople desperate for food. Twelve children and one woman had already perished.

After reporting this situation, a helicopter piloted by Lieutenant Commander Willard Salo and Lieutenant Marvin Bulson rushed 4000 pounds of food and blankets to the flood victims.

By now, LTJG Olmstead was making his third airlift of the day. He flew 1000 pounds of medical supplies and 16 doctors and nurses from the medical assistance ship *ss Hope* at Tunis to the city of Sousse. He then ferried a doctor and 600 pounds of medical goods to Hergla, where outbreaks of disease had been reported.

Similar relief operations by *Concord* and her helicopters continued for several days.

The helicopters were from detachment 86 of Helicopter Support Squadron Six (HC 6). *Concord* is based at Norfolk.

### Welcome Home

With bands playing, flags waving, and families crowding the pier, these ships returned from deployments recently:

- *uss Higbee* (DD 806), to Long Beach after six months with the Seventh Fleet in Southeast Asia.

Her assignments included operations with a guided missile frigate, joining the DLG for mutual air and surface defense, standing by to

This homecoming at Pearl Harbor included a band on the pier and a welcome by hula dancers, but this Navyman received the warmest aloha of all.—Photo by JO1 Richard Montgomery.





**DOUBLE DECKER**—At least that is what it looks like as the oiler USS *Platte* (AO 24) comes alongside the amphibious assault ship *Okinawa* (LPH 3)

recover, if need be, downed pilots, and refueling SAR helicopters. *Higbee* also screened carrier forces and gave gunfire support to shore forces in Vietnam.

- USS *Agerholm* (DD 826), to San Diego from a seven-month Western Pacific cruise.

She operated with cruisers and frigates, acted as screen ship and plane guard for carriers, and was selected as first runner-up for the Top Gun Award by the First Air/Naval Gunfire Liaison Company for her performance of gunfire support duties.

In one action, *Agerholm* operated within 1000 yards of a Viet Cong-dominated area to stop an enemy ambush of allied troops with well-aimed gunfire. Firing at a range of more than three miles, she pinned down the communist troops with projectiles landing within 50 yards of allied forces.

During the cruise, she visited Australia, New Zealand, Samoa, Japan, Taiwan, Singapore, the Philippines and Hong Kong.

- USS *Frank Knox* (DD 742) and USS *Lynde McCormick* (DDG 8), to San Diego after seven months in WestPac, with Commander Destroyer Division 172 embarked.

*McCormick* destroyed or damaged 523 enemy structures and bunkers in gunline assignments, and performed carrier screening duties.

*Knox* also provided gunfire support and screened frigates and carriers. During the cruise, she was awarded the Battle Efficiency "E" as the outstanding ship of Destroyer Squadron 17 in 1968. She has also won the Arleigh Burke Fleet Trophy as the most improved combat-ready ship in the Pacific Fleet.

Among the ports of call for *Knox* and *McCormick* were Australia, Midway Island, Guam, Okinawa, Taiwan, Samoa and the Philippines.

- USS *Mauna Loa* (AE 8), to Bayonne, N. J., from a seven-month Mediterranean cruise.

The 26-year-old ammunition ship visited Athens, Barcelona, Naples, Genoa and Malta. She participated in NATO and fleet readiness exercises.

- USS *Platte* (AO 24), to Long Beach after eight and one-half months in the Western Pacific.

The Fleet oiler steamed 53,000 miles and distributed more than 30 million gallons of fuel oil and aviation fuel, 135,000 pounds of

freight, 342,000 pounds of ammunition and 34,000 pounds of provisions to Seventh Fleet ships during the deployment — not to mention movies and mail.

She visited the Philippines, Hong Kong, Taiwan, Japan, Samoa, Hawaii, New Zealand and Australia. Film and TV star Phyllis Diller gave an impromptu show on board in Sydney, Australia.

*Platte* will celebrate her 30th birthday in December. She claims the distinction of being the oldest Navy ship in continuous active service.

### **Welcome, Welcome, Welcome**

They had seen exotic places—the Philippines, Korea, Hong Kong, Taiwan, New Zealand, Thailand, Japan and Vietnam—and done great things.

And now they were heading for their last port call — and home. These ships returned to CONUS from the Western Pacific:

USS *Kitty Hawk* (CVA 63) ended her fourth combat cruise as she pulled into San Diego with Air Wing 11. Her operating area in the eight-month deployment ranged from the Gulf of Tonkin to the East China Sea.

Ten days after the cruise began, the carrier and air wing received the Presidential Unit Citation for their 1967-68 cruise, giving *Kitty Hawk* the distinction of being the first ship to earn the PUC in the Vietnam conflict.

In five line periods, her aviators engaged in missions in support of allied troops in the Republic of Vietnam.

The *Hawk* served as flagship for Commander Task Force 77. Command of the force passed from Vice Admiral R. W. Cousins to Vice Admiral M. F. Weisner in ceremonies on her flight deck in July.

USS *Ticonderoga* (CVA 14) came home to San Diego to end a seven-and-a-half-month deployment, her last as an attack carrier. She claimed to be the only *Essex* class carrier to make five combat cruises to Vietnam.

Her Air Wing 16 pilots operated

in support of U. S. and Republic of Vietnam forces.

*Ticonderoga* celebrated the 25th anniversary of her commissioning in May. At that time, she was the oldest CVA in the Seventh Fleet.

The carrier changed her home port from San Diego to Long Beach in October as she began an overhaul and conversion to antisubmarine duties. After conversion, she will remain in Long Beach to replace *uss Hornet* (CVS 12), which is due for deactivation in March 1970.

San Diego also welcomed *uss Saint Paul* (CA 73) as she completed a seven-month Western Pacific cruise.

*Saint Paul*, the only heavy cruiser in the Pacific Fleet, spent most of the deployment off the coast of Vietnam, supporting allied forces ashore.

During her fourth Vietnam deployment, the cruiser served as flagship for Commander Cruiser-Destroyer Group, Seventh Fleet.

Between line periods, *Saint Paul* visited Hong Kong, Japan, Thailand, the Philippines, Hawaii and Korea.

*uss Chicago* (CG 11) returned to San Diego after seven months in WestPac. The guided missile cruiser served primarily as a Positive Identification Radar Advisory Zone (PIRAZ) ship, tracking and identifying all aircraft in her operating area. An additional duty was search and rescue (SAR) for downed U. S. fliers.

The dock landing ship *uss Tortuga* (LSD 26) returned to Long Beach after eight months in the Western Pacific. During the cruise, she carried 429 Navy men and Marines, 228 vehicles and 61 small craft. She acted as primary control ship for the amphibious operation Daring Rebel back in May 1969.

*uss Dale* (DLG 19) came home to San Diego after her fourth Vietnam cruise. The guided missile frigate performed search and rescue, carrier escort and plane guard assignments in the Gulf of Tonkin.



This quartermaster is taking a visual fix with an alidade to determine the position of his ship.

the East China Sea and the Sea of Japan.

At the end of her tour, *Dale* maneuvered off New Zealand in the annual Longex 69 exercise, a joint training operation of the navies of New Zealand, Great Britain, Australia and the U. S.

Her sixth deployment to Vietnam ended for *uss King* (DLG 10) as she pulled into San Diego.

The missile frigate operated in the Sea of Japan and performed SAR and PIRAZ duties in the Gulf of Tonkin. In her SAR assignment, she recovered two Navy pilots, who had been forced to eject because of engine trouble.

Her crew visited Pearl Harbor,

Midway, Yokosuka, Sasebo, Kobe, Subic Bay and Hong Kong.

Destroyers returning from West-Pac included:

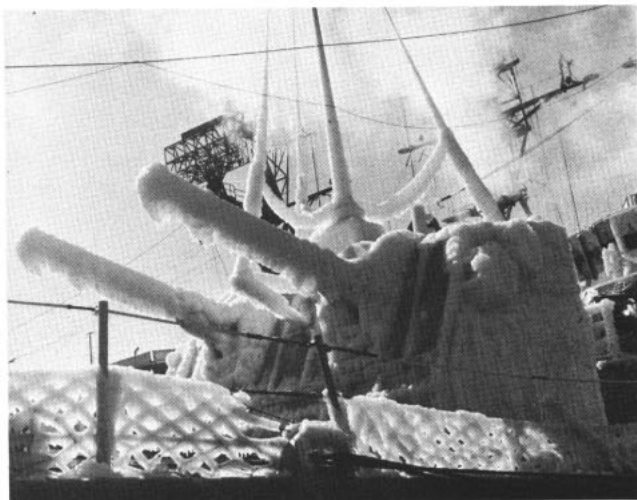
• *uss Gurke* (DD 783), to San Diego from her fifth combat deployment. She performed carrier escort and plane guard missions, gunfire support, SAR and special operations. *Gurke* rescued a downed Air Force pilot off the coast of Vietnam.

• *uss Rowan* (DD 782), *uss Chevalier* (DD 805) and *uss Buchanan* (DDG 14), returning to San Diego together with Commander Destroyer Division 152 embarked. *Chevalier* was credited with rescuing two downed pilots and a man overboard from *uss Bon Homme Richard* (CVA 31).

• *uss Radford* (DD 446), to Pearl Harbor, ending her last deployment before decommissioning. In her 27 years of service, *Radford* saw action in World War II and the Korean and Vietnamese conflicts. In February 1943, she was given credit as the first Navy ship to shoot down an enemy aircraft with full radar gunfire control.

• *uss Douglas H. Fox* (DD 779), to Norfolk to end a Vietnam cruise. In more than 60 missions, she gave gunfire support to allied troops from the Rung Sat Special Zone in the south to areas near the Demilitarized Zone in the north. Other duties included carrier escort.

ON ICE—PH2 W. W. King captured this wintry setting aboard *USS Myles C. Fox* (DD 829).





### Thirty-Nine Awards

One of the Navy's most highly decorated pilots has been awarded his second Silver Star Medal for gallantry in Vietnam.

He is Lieutenant Commander Gerald C. (Gary) Caron, an officer on the staff of Commander Task Force 77 aboard the carrier *USS Kitty Hawk* (CVA 63) operating in the Far East.

It brought to 39 the number of decorations awarded to the 33-year-old naval aviator who received his latest medal for flying the first single plane, night radar mission against the enemy on 22 Aug 1967.

Then serving in an A-6A all-weather radar aircraft with Attack Squadron 196, LCDR Caron took his lone aircraft into a heavily defended area, and successfully completed his assigned mission.

LCDR Caron has been credited with having carried out the first



LCDR Gerald Caron has received his second Silver Star medal for gallantry in Vietnam. One of the Navy's most highly decorated pilots, Caron is now serving as target officer of Commander Task Force 77 aboard *USS Kitty Hawk* (CVA 63).

night radar mission against enemy surface forces, receiving one of his four Distinguished Flying Crosses for action in the Tonkin Gulf in August 1966.

His other major military decorations, in addition to the Silver Stars and DFCs, include 16 Air Medals, five Navy Commendation Medals, two Navy Achievement Medals, and the Armed Forces and Navy Expeditionary Medals.

The Regis (Colorado) College graduate joined the Navy in 1957, and from the outset of his aviation career, developed a reputation as a bull's-eye bombardier. He won several awards for his bombing skill from 1958 through 1960, including the top bombardier awards in the Pacific Naval Air and Fleet Air Whidbey bombing derbys. LCDR Caron also earned the title of Top Gun Bombardier and Navigator at the 1959 All-Naval Air Weapons Meet.

### New BEQ in Hawaii

A new bachelor enlisted quarters to accommodate 350 Navymen assigned to the Fleet Operations Control Center at Wheeler AFB, Hawaii, will be built under the "turn-key contract" procedure. The BEQ will follow a traditional Hawaiian design.

Under the turn-key method, the contractor agrees to design and construct the job to the point where the building is ready for occupancy. This contract method has not previously been used in barracks construction.

In the case of the new barracks, the Officer in Charge of Construction, Mid-Pacific, advertised the contract for competitive bidding. Six prospective builders then submitted preliminary designs with specifications and cost quotations.

The proposals were reviewed by a board that considered all aspects of the project, including site, design, engineering, specifications and cost. The winning bid by a Honolulu contractor was the lowest which conformed to Navy standards.

The new barracks will include a

three- and four-story building. Walls will be of concrete masonry and roofs of enamel-coated aluminum gable. The building is scheduled to be completed next August.

### New Barracks at Philly

The second of three new concrete barracks has been opened at Philadelphia Naval Station.

The 500-man structures are designed with four wings and three stories, and are completely air-conditioned.

One floor of the second barracks is reserved for Waves.

The three buildings, including one now under construction, are the first barracks built at Philadelphia since before World War II.

### Enlisted Quarters at Glynco

Two new Navy barracks—if you can call them that—have been opened at Glynco, Ga.

They're nothing like the barracks you knew in boot camp.

Each building houses 182 men in 47 rooms, with one to four men in a room. An innerspring bed, a closet-style locker, an easy chair

and a writing desk are provided for every man.

The air-conditioned buildings each include a central lounge for greeting guests—and color television in a TV room.

Taps doesn't mean "lights out" for everyone, since each room has its own light switch. Every man has a reading lamp, so he can read or study in bed without disturbing his roommates.

The new bachelor enlisted quarters will be occupied by men of the Naval Air Technical Training Center and Naval Air Station at Glynco.

New Great Lakes housing is scheduled to project is designed to house 200 families.







NEW MODEL—A TA-4J, two-seated training version of the A-4 Skyhawk attack jet, makes a landing aboard USS Wasp (CVS 18).

### TA-4J Used to Train Students

A new model of one of the Navy's most versatile aircraft has taken on still another duty — training student naval aviators.

The TA-4J, a two-seat version of the famous single-place A-4 Skyhawk attack jet, made its first student carrier landings aboard USS Wasp (CVS 18) in the Gulf of Mexico in September.

Wasp was serving as training carrier for the Naval Air Advanced Training Command, Corpus Christi, while Lexington (CVT 16), the regular training carrier, was being overhauled.

The TA-4J will replace the F-9 Cougar as advanced training aircraft over the next three years. The Cougar was introduced to the Fleet in 1952, four years before the first of many models of the A-4 entered Navy service.

According to Rear Admiral F. C. Turner, Chief of Naval Air Advanced Training, "design improvements and increased capabilities of the Skyhawk will result in a more highly qualified pilot by the time he receives his Navy wings."

And Commander Kenneth D. Kugler said, "It's the finest aircraft the training command has ever had." CDR Kugler is commanding officer of VT-21, the first training squadron to receive the TA-4J.

Single-place combat versions of the Skyhawk, the Navy's smallest combat plane, are in service in carriers and in Marine units throughout the world. The 500-mile-per-hour jets can be used as bombers, photo planes, tankers to refuel other aircraft, and even fighters in a pinch.

Earlier two-seat models have seen duty in replacement air wings, but the TA-4 had not been used to train student aviators until the past year.

### AGTR, CB Deactivations

Four technical research ships and seven mobile construction battalions have joined the list of Navy units to be deactivated this fiscal year as part of the defense savings program.

The ships are USS Oxford (AGTR 1) and Jamestown (AGTR 3), homeported at San Diego; and Georgetown (AGTR 2) and Bel-

mont (AGTR 4), based at Norfolk. All four ships are 24 years old; each carries 300 officers and enlisted men.

The construction battalions, each comprising about 752 Navy men, are scheduled for deactivation in November and December. They are NMCBs 9, 11 and 8, based at Port Hueneme; NMCB 128, Gulfport, and NMCBs 6, 58 and 53, Davisville.

About 5000 men are to be released from active duty as a result of the Seabee disestablishments. Those who chose to remain on active duty or are ineligible for release will be transferred to other units.

Total savings from deactivation of the four ships and seven NMCBs will be about \$43 million.

A list of 99 ships and 11 aviation units scheduled for retirement appeared in ALL HANDS, November 1969, p. 36.

In another aspect of the economy drive, the Navy has announced plans to reduce its civilian work force nationwide by about 30,000 during fiscal year 1970, mainly by normal attrition. Since most of the billets for these civilian workers are being eliminated, the reduction is not expected to affect rotation for Navy men.

### New Recruit Chapel

Navy boots at Orlando's Naval Training Center recently attended the dedication of a chapel built for their exclusive use. The edifice was among the first scheduled for construction at the Center's Recruit Training Command.

After a dedicatory service which included music by a 100-voice Recruit Blue Jacket Choir, the chapel was open for tours by the public.

In addition to its main sanctuary which seats approximately 1000 persons, the building includes a small Jewish chapel and a Catholic oratory to be used for daily Mass and confessions. There is also office space in the building for four chaplains.

The chapel's first weekly schedule included three Protestant services, one Roman Catholic, one Jewish, one Christian Science and one Latter Day Saints service.

be ready for full occupancy soon. The  
Shown are enlisted men's housing units.



# bulletin board

## Early Out May Cost You Extra Months Of GI Bill Educational Assistance

If you're scheduled for early discharge or separation, you may receive less GI Bill educational assistance than the man who stayed in longer, according to the Veterans Administration.

Servicemen who are separated with less than 18 months of active duty receive only one and a half months of GI Bill aid for each month of service. (For example, a man discharged after 16 months of active duty is eligible for 24 months of educational help.)

However, a serviceman who has served 18 months or more on active duty may receive 36 months of GI Bill aid.

VA has asked each service to insure that men being separated or discharged understand the 18-month qualification for full GI Bill benefits.

Eligibility is spelled out in Title 38, U. S. Code, Subchapter II, Section 1661:

"... each eligible veteran shall be entitled to educational assistance under this chapter for a period of one and one-half months (or the equivalent thereof in part-time educational assistance) for each month or fraction thereof of his service on active duty after Jan. 31, 1955. If an eligible veteran has served a period of 18 months or more on active duty after Jan. 31, 1955, and has been released from service under conditions that would satisfy his active duty obligation, he shall be entitled to educational assistance under this chapter for a period of 36 months. . . ."

## Class C Welding School at San Diego Offers Broader Specialization Areas

Sparks are flying everywhere in the Class C Welding School at NTC San Diego, now that the school's new format is in operation.

The increased activity began early last fall when new courses were added to the curriculum, student quotas were raised and convening dates for classes stepped up.

The new format offers a broader field of specialization to the student. Instead of studying general weld-

ing on an intermediate or advanced level, he may enroll in one or more of six specialized courses and work toward a specific NEC.

Below is a table showing the course titles, the length of each course, the NEC codes that may be earned by completing a course, and the annual student quotas per course.

At one time, students were ordered to the school under permanent change of station orders and then reassigned upon completion of training. Now, however, a command may order an individual to the school on a TAD basis, thus benefiting from his specialized knowledge of welding upon his return.

Almost all Navymen assigned to the welding courses in San Diego are in the shipfitter rating, E-3 and above. However, qualifying BTs converting to the new BR rating may be assigned.

Requests for Class C Welding School quotas may be made through the regular chain of command to the Bureau of Naval Personnel (Pers-B2156). Quotas are granted on an individual basis only.

The six new courses now in effect are:

Course	Length	NEC Quota
Brazer	4 weeks	SF-4951 375
Plate Welder	10 weeks	SF-4952 400
Pipe Welder	4 weeks	SF-4954 175
High Pressure Pipe Welder	4 weeks	SF-4955 175
Nuclear Power Plant Components Welder	14 weeks	SF-4956 75
Pressure Hull Welder	2 weeks	SF-4953 150

Two courses offered by the school which were unaffected by the recent changes are the 16-week Nuclear Propulsion Plant Operators Welding and 14-week Nondestructive Testing of Metals courses.

## Civilian Clothing for Chiefs

Chief petty officers may wear civilian clothing to and from their ships on liberty.

The khaki working coat is eliminated as an optional uniform item.

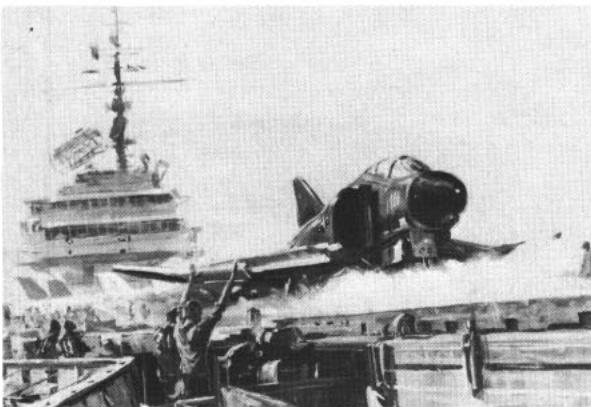
These are two of the changes to *Uniform Regulations* contained in BuPers Notice 1020 (12 Dec 1969). This notice also described the SSBN Deterrent Patrol Insignia. Here's a summary:

**Civilian Clothes.** Chief, Senior Chief and Master Chief petty officers may possess civilian clothing at shore stations and aboard ships in U. S. ports.

Also, unless specified otherwise by the Fleet or area commander, the senior officer present may authorize chiefs to stow civvies aboard ship and wear them on liberty in overseas ports. The civilian clothing may be worn while leaving or returning to the ship or station, while awaiting transportation after permission to leave the ship has been given, and generally in any off-duty status ashore. As usual, the dress must be "appropriate for the occasion and uphold standards of good taste."

**Khaki Coat.** The wash-cotton khaki working coat, popular in the 1940s but seldom seen in recent years,

A Phantom takes off from USS Kitty Hawk (CVA 63). This painting, by John Steel, is part of the display at the U. S. Navy and Marine Corps Exhibit Center.



is eliminated as an optional item for officers and chief petty officers.

**Patrol Insignia.** The SSBN Deterrent Patrol Insignia is a silver-color metal pin which shows the broadside view of a *Lafayette* class submarine and a *Polaris* missile circled by three electron paths. Stars positioned on a scroll at the bottom of the insignia indicate the number of patrols in which the submariner has participated.

Men who are entitled to both the Submarine Combat Patrol Insignia and the SSBN Deterrent Insignia may wear one or the other but not both.

### **Nature of the Occasion Determines When Navy Uniform Should Be Worn**

The Navy Department has established certain guidelines to follow when in doubt whether or not to wear your uniform at other than official functions.

Specific limitations were spelled out in a recent change to *U. S. Navy Uniform Regulations*, 1959, which apply to all members of the naval service, including those retired, those in a Reserve status, and certain former Navymen.

The rules say: you may wear your uniform if you're a special guest speaker at the court-of-honor ceremony of a local Boy Scout troop, but definitely not in the unlikely event you were to attend a meeting or demonstration with totalitarian, fascist, communist or subversive overtones. If you don't know which organizations fall into these categories, the Attorney General of the United States has singled them out in General Order 10450.

Similarly, the naval uniform must not be worn at functions sponsored by individuals seeking to alter the form of the government by other than constitutional means, or at meetings sponsored by persons who have adopted a policy of advocating or approving acts of force or violence to deny others their rights under the Constitution. Nor, can it be worn in connection with furthering one's political aspirations or convictions or in connection with private employment or commercial interests, especially when doing so would suggest an official Navy or DOD sponsorship.

Certain former Navymen may be authorized to wear their uniforms at special occasions such as military funerals, memorial services, weddings and inaugurations, a privilege extended to those members who served honorably during a declared or undeclared war and whose service ended under honorable conditions. The provisions of DOD Directive 1334.1 or those of 10 USC 772 apply. Medal of Honor recipients may wear their uniforms at their pleasure, within the margins of limitations mentioned above.

Regardless of your status, to ensure that you keep well within the margin of limitations, you must receive authorization from competent authority before wearing your uniform while participating in public demonstrations. These include public speeches, interviews, picket lines, marches, rallies and civil rights protests. Perhaps the best rule of thumb is never wear the uniform if doing so would be in violation of *Navy Uni-*

*form Regulations*, or would bring discredit upon the Navy and the Armed Forces.

As a Navyman you are strongly encouraged to wear the uniform, however, while on leave or liberty and when engaged in activities which bring credit to the uniform. It's one way you can demonstrate that you are a man serving his country.

### **Color Prints of Paintings Will Help Solve That Decorating Problem**

Do you have a den you want to decorate? A wardrobe that needs freshening? An EM club? Relax. Uncle Chinfo has the answers. Twenty-six of them.

Since before World War II and continuing through the Navy's special actions in the Vietnam area, the U. S. Navy has had its history recorded by artists in more than 3000 paintings. The 26 color prints listed below are the first group of paintings reproduced from the Navy Combat Art Collection for general Navy issue and sale to the public.

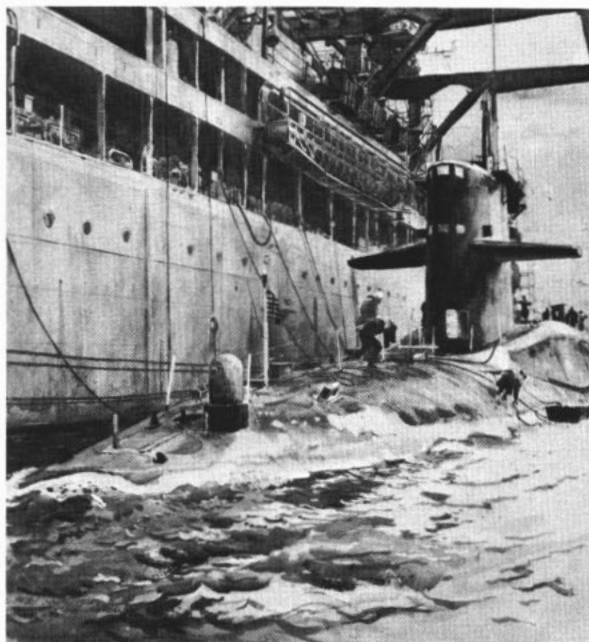
Each print is a faithful reproduction of the original, 22 by 28 inches in size.

A pamphlet, "Your Navy," NavSo P-3079, which contains a one-color illustration of each of the 26 prints, may be requested from the Commanding Officer, Naval Publications and Forms Center, Philadelphia, Pa. 19120, by submission of a DOD Single Line Item Requisition, DD 1348, citing Stock No. 0515-929-0000.

Requests for color prints for official use should be submitted on DD 1348 to the CO at the Publications and Forms Center, citing the applicable stock number listed below for the individual prints. Requests are limited to one copy each.

Individuals may buy copies for \$1 each. An order form is provided in the illustrated pamphlet described above. Send a check or money order, made payable to the Treasurer of the United States, with each order

**WATERCOLOR** by George Gray of USS *Proteus* (AS 19) may be ordered by citing Stock No. 0515-930-0003, Item No. NavSo P-3080-3.





## bulletin board

directly to:

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0515-930-0021	NavSo P-3080-21	Homecoming of Destroyer Squadron 24 (arrival)
0515-930-0022	NavSo P-3080-22	USS Duluth—LVTs Preparing to Debark
0515-930-0023	NavSo P-3080-23	USS Nautilus (SSN 751)
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0515-930-0026	NavSo P-3080-26	All Pilots Man Your Aircraft

ACRYLIC by Maxine McCaffrey—LSO Directs Students Aboard USS Lexington—is obtainable by using Stock No. 0515-930-0013, Item No. NavSo P-3080-13.



## FHA In-Service Mortgage Insurance Program Is for You—Here Are the Details

**T**HE FEDERAL HOUSING Administration in-service mortgage insurance program assists the Navyman on active duty in lowering the cost of his monthly house payments.

How?

By having the Department of the Navy pay the mortgage insurance premium, that's how. Furthermore, these payments are made by the Navy for as long as the man serves on active duty and remains FHA-qualified.

This program is nothing new. It has been around since the National Housing Act was amended by the Housing Act of 1954 which added the section on Mortgage Insurance for Servicemen. It was initiated with the thought toward aiding members of the Armed Forces and their families in financing the construction or purchase of a home. In 1954, the GI Bill in existence did not have provision for an in-service mortgage insurance program.

The mortgage covered by the FHA insurance must be for a single-family dwelling or a one-family unit in a condominium project. In addition, the individual or his family must live in the house or certify that he is unable to do so because of a military assignment.

The highest mortgage amount that FHA can insure is \$30,000, except for areas where the cost of living scale is higher, such as in Alaska, Hawaii and Guam.

Although the top mortgage amount is \$30,000, no limit is placed on the value of the house that you may buy. However, you must make a large enough down payment to cover the difference between the maximum allowable mortgage and the cost of the house.

Interest rates on FHA-insured mortgages vary from time to time, depending upon the availability of funds. But, once a mortgage is insured, it continues to bear interest at the rate set in the mortgage note endorsed by the FHA. Currently, the rate paid by the Navy is one-half of one per cent of the total loan value. This could amount to a monthly premium of approximately \$13 on a \$30,000 mortgage.

To qualify for this FHA insurance program, you must meet certain eligibility requirements before a Certificate of Eligibility (DD Form 802) may be issued. For example, you must:

- Be currently serving on active duty, including retired individuals retained on active duty, but not for temporary duty.

- Have served on active duty in any of the Armed Forces for more than two years, not necessarily on a continuous basis.

- Certify that you require housing and are ready to buy a home or have assumed a home mortgage on a single-family dwelling that was previously insured under any other provision of the National Housing Act.

The home that you wish to buy does not necessarily have to be located in the vicinity where you are stationed. It may be located in another area, perhaps where you plan to reside after retirement or where you expect to provide a home for your family.



There are certain conditions under which a second Certificate of Eligibility may be issued. Details are covered in SecNav Inst 1741.4C, the instruction which deals entirely with the FHA mortgage insurance program for servicemen.

Application for a Certificate of Eligibility must be made on DD Form 802 and submitted in quintuplicate (original and three copies signed) to the commanding officer or officer in charge who has custody of your service record.

After your eligibility has been verified, the Certificate of Eligibility will be authenticated and the original and three signed copies returned to you. These you will present at the time you make application for an FHA-insured mortgage. The remaining copy will be filed in your service record.

Certificates of Eligibility will be valid for 12 months from the date of issue, or until your eligibility terminates, whichever is earlier. Ineligibility generally results when the buyer is discharged from the service for more than 24 hours.

Death is another reason. However, the Department of the Navy, since 1 Aug 1968, is liable for payment of the FHA mortgage insurance premium for a period of two years from the date of the member's death in cases where a widow survives. After this time, she must assume the additional cost of the premiums. There are exceptions to the requirement that the Navy pay the premiums during the two-year time span. For instance, if the widow disposes of the property, or if she remarries during the time the Navy is liable for the premiums, the payments will cease immediately.

When you no longer own property covered by an FHA-insured mortgage, you must notify your commanding officer so that premium payments may be discontinued. This same requirement applies to your widow, except that she is to notify the Department of the Navy when she no longer holds the property ownership.

Do not confuse this FHA mortgage insurance program with the home loan program offered by the Veterans Administration GI Bill. They are separate programs. The VA program guarantees only a portion of a mortgage loan, whereas the FHA provides insurance against your default.

For further guidance on this FHA program, see your Personnel Officer.

### **You Know All About Seavey & Shorvey, Now Meet Their Baby Brother Osvey**

What do you know about OSVEY?

OSVEY is the abbreviation for the Navy's Overseas Service Survey—the system for transferring men from toured sea duty and from overseas duty that counts as sea duty.

It isn't as well known as its big brothers, SEAVEY (for sea-to-shore rotation) and SHORVEY (shore-to-sea).

But within its scope, OSVEY does the same job as SEAVEY and SHORVEY. That is, it gives consideration to a man's duty preferences before he is reassigned.



Sunset at Sea.

A transfer under OSVEY is sea-to-sea rotation. If you're eligible for SEAVEY (or, of course, if you're leaving the service) at the end of your tour, OSVEY doesn't apply to you. Otherwise, you will be transferred to sea duty when your tour expires at an overseas station (counting as sea duty) or on board a toured unit.

When you report to your overseas duty or toured duty, you will be assigned a Tour Completion Date (TCD). Your TCD depends on the length of the normal tour for your location, the date your enlistment expires, the date you reported to the command, if dependents are authorized, and other options available to you.

We won't go into all the complexities of computing a TCD. However, for details, review Chapter 6 of the *Enlisted Transfer Manual* (NavPers 15909B) and BuPers Instruction 1300.26 series.

Towards the end of your tour you will receive a Rotation Data Card (RDC) from the Cognizant EPDO (LANT or PAC). When these RDCs are received by your command, you will be given an interview by the Admin/Personnel Office and they will code on the RDC your home port choices and certain type ships you desire to serve on. These cards will then be returned to the appropriate EPDO (LANT or PAC) and when assignments are made for your transfer the distribution commander has your desires at his disposal and if billets for your rate are vacant in your home port of choice, you are given that home port and further action is taken to place you on one of the ships you have indicated. In all cases home port and type ship cannot be matched, but with today's Automatic Data Processing equipment, chances are that you will receive at least the home port of your desires.

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In general, OSVEY applies to men who have a year or more active duty remaining after their overseas shore or toured sea TCD.

But in all other cases when you can expect reassignment to sea, you will be able to tell the distribution authorities your preferences—and you'll normally have a good chance of getting the duty you want.

### Increased VA Checks Have Been Authorized For Servicemen's Widows Eligible for DIC

About 168,000 widows of servicemen began receiving larger Veterans Administration checks in January.

A new law, signed by the President 27 Oct 1969, authorizes increases for most widows who are eligible for dependency and indemnity compensation (DIC), effective 1 Dec 1969. The first increased checks were sent to beneficiaries 1 Jan 1970.

DIC payments are authorized for widows of servicemen, retirees or veterans who died on or after 1 Jan 1957 of service-connected causes. The new law does not affect payments to survivors receiving compensation under laws that preceded the DIC program.

The new rates provide \$167 monthly for the widow of a man in pay grade E-1, compared to a minimum of \$134 in the old scale. Payments for eligible widows of other enlisted men and officers range up to \$457.

Besides the increase in basic payments, another feature of the new legislation is an extra payment of \$20 a month for each unmarried child under age eighteen. With few exceptions, widows with children received nothing extra under the previous law.

DIC recipients who are patients in nursing homes, or who are helpless or blind to the point that they need regular aid from another person, may receive an additional \$50 a month under the new law.

No application is necessary for the raise in basic payments, which is being made automatically. Forms for applying for children's allowances will be mailed to all widows receiving DIC payments.

In the old law, DIC payments were tied to military

**LEARN ALL ABOUT IT—This sailor is briefed on the educational programs available to him both ashore and afloat.**



pay. The new law discards the formula and provides a table of payments based on the pay grade held by the deceased serviceman.

Here are the new basic payments, compared to maximum and minimum payments under the old formula.

Pay Grade	New Payment	Old Range of Payments	
		Minimum	Maximum
E-1	\$167	\$134	\$140
E-2	172	136	142
E-3	177	139	150
E-4	187	146	159
E-5	193	151	171
E-6	197	156	180
E-7	206	162	201
E-8	218	186	210
E-9	228*	198	221
W-1	211	166	197
W-2	219	175	207
W-3	226	183	220
W-4	238	189	238
O-1	211	167	200
O-2	218	174	215
O-3	234	188	232
O-4	247	193	247
O-5	272	206	272
O-6	306	228	306
O-7	332	265	332
O-8	363	295	363
O-9	390	313	390
O-10	426**	338	426

\* If serviceman served as MCPON or equivalent, payment is \$245.

\*\* If officer served as CNO or equivalent, or as Chairman of JCS, payment is \$457.

### This Is the Latest in Time-in-Grade Requirements for Enlisted Advancement

By the time you read this, you've probably already taken the February advancement exam. Here's what to expect in the future.

As ALL HANDS reported earlier (November 1969, p. 46), this month's exams were the last ones in which Navymen competing for PO3 could receive waivers of the time-in-grade requirement. From now on, you must serve six months in pay grade E-3 before you may be advanced to 3rd class.

No waivers of the time-in-grade requirement were given this time for any grades above PO3, nor will any be given in the future. You must serve a year as PO3, two years as PO2, and three years as PO1 before moving up to the next grade.

Men who received time-in-grade waivers to take this month's exam for PO3 were given until the day of the test to complete the required correspondence courses, performance tests and practical factors. However, anyone who did not receive a waiver — which, from now on, includes everyone — must finish these requirements at least a month before the test.

Advancements from this month's exams will be made in six increments, on the first of each month from May to October. Increments from the August test will be November through April.

Time in grade for future exam purposes will be figured from 1 May if you are advanced from the February test, no matter what increment you are included in. For instance, if you are advanced to PO3 on 1 July, you will be eligible to take the PO2 test next February, even though you won't quite have the required year as a PO3.

Waivers of time in grade are also being discontinued for graduates of certain "A" schools and other service schools who become eligible for automatic advancement on graduation. No waivers for advancement to PO2 will be given after 15 May 1970, nor for PO3 after 31 Oct 1970.

Beginning with the August exams this year, undesignated seamen who want to go up for personnelman 3rd class will be required to complete PN "A" School before they can take the PN3 exam.

### **LDOs Passed Over Twice Face Choice of Retirement or Reversion to EM Status**

Temporary limited duty lieutenants who have been passed over twice by both the Officer Personnel Act and 10 USC 5787 for promotion to lieutenant commander will now be required to choose between retirement and reversion to enlisted status for transfer to the Fleet Reserve, according to BuPers Notice 1800 of 2 Oct 1969.

In fiscal years 1968 and 1969, the needs of the service allowed many passed-over LDO(T) lieutenants to remain on active duty, if their performance was satisfactory. However, because recent budget cuts require a reduction in officer strength, the continuation program for these officers must be drastically cut back.

Most of the lieutenants affected—those who have been passed over twice by selection boards including the FY 70 board—will be required to choose between retirement as an officer or transfer to the Fleet Reserve as an enlisted man by 30 Jun 1970.

However, those who do not have the 10 years of commissioned service which, with 10 years of enlisted service, would make them eligible for officer retirement will be allowed to remain on active duty until they are eligible for retirement as an officer.

Officers who retire under these rules will be given the same retirement benefits as Reserve and permanent Regular officers.

### **Officers Considered for Separation Under Selective Retention Program**

The selective continuation program which has allowed many officers facing mandatory separation to remain on active duty is expected to be cut back in fiscal year 1971 because of the need to reduce the Navy's strength.

Officers who are in the following categories will be considered individually for continuation on active duty and notified of the decision of BuPers. As a rule, they will not be allowed to remain on active duty un-

less the Navy urgently needs them, according to BuPers Notice 1920 of 9 Sep 1969.

- Reserve captains, commanders and lieutenant commanders who are subject to release or retirement in fiscal year 1970 under BuPers Instruction 1926.2B.

- Temporary officers who are due for reversion or retirement in FY 70 because of having been passed over for promotion. (This does not apply to temporary LDOs. Under a separate notice, if LDOs have been passed over twice by both OPA and 10 USC 5787 for promotion to lieutenant commander, they are required to revert or retire.)

- Regular lieutenants subject to discharge in FY 70 for having been twice passed over, and who are within two years of becoming eligible for retirement.

- Recalled retired officers—captains and below—scheduled for release in FYs 70 and 71.

Boards in BuPers are considering all officers in these categories. They will choose some officers to remain on active duty through June 1971, and will notify all those affected of the decisions in their cases before March 1970.

Individual requests to remain in service are not required. Questions on advance decisions cannot be answered.

### **New Subspecialty Codes May Be Assigned Unrestricted Line Officers**

If you're an unrestricted line officer with a subspecialty designator, your officer Data Card now may show a new subspecialty code. To find out, check with your ship or station administrative office.

So says BuPers Notice 1210 (28 Nov 1969), which discussed updated requirements for subspecialties and listed modifications to the designator coding procedure. Some highlights of the notice:

- A subspecialty is defined as "a significant qualification in a particular field . . . other than naval warfare and command at sea, obtained through graduate or baccalaureate level education, practical experience or a combination thereof."

- Subspecialties help to meet the Navy's need for unrestricted line officers qualified in areas of technology and management. However, your subspecialty always takes second place to your primary specialty—naval warfare and command at sea.

- A separate directive, OpNav Inst. 1211.6 series, lists the various subspecialties and explains the procedures used to identify subspecialty billets.

- A list of the various subspecialties, plus corresponding general criteria used by the Chief of Naval Personnel to identify officers in each category, accompanies the BuPers Notice 1210. (BuPers Notice 1520 of 30 Apr 1969 lists the Navy-sponsored curricula directly related to a particular subspecialty area.)

- Subspecialists are identified by a four-digit code and one-letter suffix (such as 8302P). The four-digit identifiers apply to each subspecialty area. The one-letter suffixes "P", "S" and "Q" indicate levels of qualification.

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•Your subspecialty code should appear in blocks 59 of your Officer Data Card (NavPers 1301/6). The first block shows the primary "P" code. The second block may contain a secondary "P" code or an "S" or "Q" code.

•You may be identified as a subspecialist in more than one area only if you have "significant and current qualifications" in the areas concerned. However, dual coding may not be based on your completion of a single curriculum. If you are qualified for two or more subspecialties (via completion of a single curriculum), the code assigned will reflect your previous or anticipated fields of experience.

•The Chief of Naval Personnel will review the records of all officers currently designated as subspecialists and make any changes appropriate to the new coding system. Your identification may be changed from one area to another or removed completely. You may request a review of your record for possible changes to your subspecialty designator.

•The record of an unrestricted line officer will be screened with a view toward possible subspecialty designation when he completes graduate, baccalaureate level or service college education, or upon his reassignment.

•To insure that all pertinent information is contained in your record, you should report the completion of any off-duty education in accordance with BuPers Inst. 1520.83 series.

New Subspecialty Codes may be assigned to unrestricted line officers.



### Directive Sets Policy for Seabees on Reenlistment, Extensions, Rotation, Advancement & Separation

**S**PECIAL ROTATION procedures for Seabees assigned to Vietnam and others who draw Vietnam duty with Mobile Construction Battalions have been revised and summarized in BuPers Notice 1306 (24 Nov 1969).

The directive also describes related policies on Seabee reenlistment, extensions, advancement and early separation.

The special assignment procedures apply to:

•Men in Group VIII ratings who serve 12 or more

consecutive months "in country" in Vietnam (not counting any special leave or travel time).

•Enlisted men (Group VIII and other ratings) who complete at least two Vietnam deployments which total 12 months or more with Mobile Construction Battalions.

•Those who serve in Vietnam for 12 months or more with combined "in country" and Mobile Construction Battalion assignments.

If you are in any of these categories, here are your options:

#### Exemption

If you are in a Group VIII rating, you will not be assigned to a second tour of Vietnam duty, or to a Mobile Construction Battalion either deployed to Vietnam or scheduled to deploy there, for at least two years from your tour completion date.

If you are not in Group VIII, you are exempt from additional Vietnam service for three years, unless an involuntary second tour is approved by the Chief of Naval Personnel. (This does not rule out assignment to a rotating unit which might operate in ports or waters of Vietnam for periods of less than 12 months.)

No tour completion dates, as such, are established for men who deploy to Vietnam with Mobile Construction Battalions. Therefore, to figure your eligibility for rotation, use as a TCD the date your battalion arrives back in the continental United States.

#### Reassignment

As outlined in the Notice, those with Group VIII ratings who qualify for reassignment after service in Vietnam have the following duty options:

•If you are eligible for Seavey, you may be assigned to shore duty or additional sea duty, if desired, in accordance with the normal Seavey procedures.

•If you are not eligible for Seavey, you may be assigned to sea duty (other than Vietnam) in the fleet of your choice. However, in order to transfer from one fleet to another, you must have at least 16 months of obligated service from the date you are eligible for transfer. Further, you must have the obligated service four months before your tour completion date. This means you should plan on extending or reenlisting, if necessary, well ahead of time.

If you do not have a Group VIII rating, your reassignment is governed by the procedures in BuPers Notice 1306 (26 Jun 1969) or, in the case of hospital corpsmen, the BuPers Notice 1306 issued on 13 Jun 1969. These directives also describe the early separation policies for hospital corpsmen and others with non-Group VIII ratings.

#### Early Separation

You receive an early release from active duty if you are in Group VIII and:

•Are in your first enlistment.

•Have 14 months or less remaining in your enlistment contract, upon return to CONUS from Vietnam service.



- Have completed 12 months in Vietnam as outlined above and do not wish to extend for additional Vietnam service.

- Do not wish to reenlist for at least four years or extend for three years.

You also will be separated at the end of your Vietnam tour or Mobile Construction Battalion deployment if you have less than 91 days of active obligated service remaining and do not wish to extend or reenlist. If you are in your second or later enlistment, and your obligated service exceeds your Vietnam tour or MCB deployment completion date by from 91 to 180 days, you may, with the approval of the Chief of Naval Personnel be separated at the end of your Vietnam tour.

Also, if you complete only one Vietnam deployment with a Mobile Construction Battalion, and do not wish to acquire the needed obligated service to remain with the battalion for a normal homeport training cycle and another deployment, you may be separated immediately upon the MCB's return to the home port. However, you must be in your first enlistment and must not have orders to another activity, and must be within three months of the end of your enlistment (including any extension agreements) when the MCB redeploy to Vietnam.

You should note that if you take the early separation and later change your mind, you may not reenlist in your Group VIII rating unless you waive the 24-month-non-Vietnam-duty guarantee.

#### Extension

As already noted, you are subject to reassignment when your Mobile Construction Battalion returns to the United States if you have more than 14 months of service obligation. However, if you are in your first enlistment, you might be able to extend your stay in Vietnam, and then have a new tour completion date which would make you eligible for early separation.

For example, let's say you would have 17 months of service obligation if you returned to the continental U. S. with your battalion. On the other hand, if you stayed in Vietnam for six additional months, by the time you get to CONUS you'll have only 11 months' obligated service—three months below the maximum for early separation. This means that for six additional months of Vietnam duty, you receive your discharge 11 months early.

To do this, you must request a six-month extension in Vietnam five months before your tour completion date. If the request is approved, you receive transfer orders to some other Vietnam-based unit or activity before your construction battalion departs.

As before, if you're stationed with a unit other than an MCB, you may extend your Vietnam service for six months or more.

Here you should note that many men in Group VIII are not eligible for Seavey assignments to shore duty after completing tours in Vietnam. Therefore, they often receive orders to sea duty (other than Vietnam) which do not permit transportation of de-

pendents at government expense. This amounts to consecutive unaccompanied tours of sea duty. It's possible to avoid this situation—and at the same time set yourself up for an early release from active duty—by extending your tour in Vietnam.

#### Advancement Waiver

Under certain circumstances, your commanding officer may waive the obligated service requirements for your advancement for you to be separated early.



Seabees get the word on special rotation procedures for Group VIII personnel assigned to Vietnam.

You may request such a waiver only if you are in Group VIII, are in your first enlistment, are completing a Vietnam tour, and had agreed to extend your enlistment to have sufficient service obligation for advancement. If you otherwise are qualified for early separation, your commanding officer may waive the advancement service requirement.

Other details on the Seabee/Vietnam rotation policy, including reporting procedures of interest to personnel administrators, are contained in BuPers Notice 1306 (24 Nov 1969).

#### Petty Officer Performance Review Board to Weed Out Inadequate POs

If you're one of the great majority of master and senior chief petty officers, you are a man whose performance, leadership, personal conduct and acceptance of challenging responsibilities are outstanding.

Your high standards are recognized. And you don't have a thing to worry about from the Petty Officer Performance Review Board.

The newly established BuPers board is concerned with the tiny minority of career petty officers who don't measure up to naval standards of conduct and performance. The board has been given the responsibility to weed out these few under-performers in order

## bulletin board

to raise the quality of the whole petty officer community.

By eliminating those of your contemporaries with poor performance records, the board is expected to give you greater prestige and more reason for pride.

The board, in periodic meetings, will review the performance records of petty officers—beginning this January, when it considered master and senior chiefs.

Its members will be looking for evidence of such undesirable traits as financial irresponsibility, chronic drinking problems, professional performance that warrants repeated unfavorable remarks on evaluations, personal behavior that would be detrimental on sea duty, repeated disciplinary offenses which discredit the Navy, and unsatisfactory performance of duty.

If it finds such problems in a man's record, the board may make one of several recommendations to the Chief of Naval Personnel. Among its options are: involuntary retirement or transfer to the Fleet Reserve, giving the man a warning that he will need approval by the Chief of Naval Personnel before he can reenlist or extend in the future, or other appropriate action, possibly even administrative separation.

Normally, the board will consider only petty officers who have served at least three years in rate.

Commands may refer cases individually to the board if they meet these restrictions.

However, the board will not be given any quota of men it must eliminate. Only the number of men who don't meet the standards—however many there are—will be affected.

Most career POs don't need to worry. Their records will show that they're assets to the Navy—the kind of men the service wants to keep.

## SecNav Directive Sets Policy on Termination Of Temporary Appointments and Resignations

**T**WO REVISED SecNav instructions explain Navy policy for officers on the subject of resigning commissions, or terminating appointments to temporary officer or warrant officer.

The first, SecNav Inst. 1920.3E, applies to both Regular and Reserve commissioned officers on active duty.

The second, SecNav Inst. 1920.5A, applies to temporary officers and warrant officers.

The directives have much in common. For example, since officers serve "at the pleasure of the President," no terminal dates are established for their commissions.

The Secretary of the Navy, as the President's agent, establishes the basic rules concerning resignations and voluntary termination of temporary appointments as needs of the service dictate.

The merits of individual requests are first determined by the Chief of Naval Personnel and a board of senior officers. Generally, only those which meet requirements contained in the basic directives, or are exceptions because of hardship or humanitarian reasons, are forwarded to SecNav for consideration. Others are disapproved or deferred by the Chief of Naval Personnel.

In the latter instance, a resignation might be deferred if a qualified relief is not available, or if an officer is serving in a critical category.

With this background in mind, here's a resume of the revised directives:

### Resignations

The policy on voluntary resignation of a commission, as discussed in SecNav Inst. 1920.3E, applies to all active duty officers, Regular and Reserve. It does not apply to Reserve officers who do not serve on active duty, nor to active duty officers who wish to resign in lieu of being administratively discharged. Also, the directive does not apply to officers who request release from active duty while retaining commissions in the Naval Reserve.

**Total Service (Male Officers).** If you become a member of the armed forces before your 26th birthday, you are obliged to serve six years. Any part of the six years that is not active duty or active duty for training must be performed in a Reserve component.

In other words, if you enter service before your 26th birthday and your total active and inactive service is less than six years, you can expect favorable action on your resignation from the Regular Navy, provided you accept a commission in the Reserve.

Reserve officers who enter the service before their 26th birthday and have six or more years' total active and inactive service, may submit their resignations and normally expect favorable action, unless committed to serve longer.

If you enter the service on or after your 26th

Navy men connect couplings on fuel lines for an early evening replenishment.



birthday, you may submit your resignation and normally expect action after you complete the maximum required service, plus any additional active duty you may have incurred.

**Minimum Active Duty (All Officers).** Your minimum active service is specified in the directive which describes the program through which you obtained your commission, or in the agreement executed by you.

Reserve officers who are involuntarily called to active duty are not eligible to resign until completing the period for which called.

**Additional Active Duty (All Officers).** A period of commissioned active service in addition to the minimum described above is usually required when you participate in certain undergraduate, postgraduate, and special instructional programs. The additional service is specified in the directive which describes the program concerned.

**Tour Completion.** Approval of your resignation also will normally be withheld until you have completed:

One year at your current duty station;

A normal tour if serving outside the continental U. S. (Alaska and Hawaii are outside CONUS);

A normal sea tour (as reflected in your projected rotation date) when attached to a nonrotated ship, fleet aviation unit, or other mobile unit with a home port or permanent station outside CONUS.

Also, if you submit your resignation after orders are issued (or you are notified that orders will be issued) for you to report to a new duty station, you must meet the tour completion requirements at the new station.

An exception applies if you are serving your minimum required active service (unless additional such service is incurred). But here, you must notify the Chief of Naval Personnel at least six months ahead of time that you intend to resign, and then submit your resignation four to six months before completing your required active service.

**Exceptions.** As noted earlier, there are exceptions to the resignation policies. Requests are considered if there is a genuine hardship and, except in the most unusual circumstances, resignations submitted by women officers for reasons set forth in article 3830160(2) of the *BuPers Manual* (pregnancy, for example) will be accepted immediately. (If your personnel office has not yet received a copy of the new *Manual*, the old-*Manual* article is C-10330(2).)

Also, officers may resign early and receive what amounts to an "early out" to attend college at the graduate or undergraduate level (not counting summer sessions). Here, however, all "final action" requirements must be met. In other words, evidence of formal acceptance by a college must accompany the request for early resignation. If approved, you may be separated not more than three months before you would complete your required active service, nor more than 10 days before the registration date prescribed by the College you are to attend.

**Reserve Appointments.** As already indicated, a Regular Navy officer who has not satisfied his military obligation may resign to accept an appointment in the Naval Reserve. Other Regular officers who voluntarily resign are automatically considered for appointment in the Reserve unless they specify otherwise.

#### Temporary Appointments

The policy contained in SecNav Inst. 1920.5A applies to temporary officers and warrant officers whose permanent, probationary or acting status is warrant or enlisted.

In general, you may request termination of your temporary appointment and reversion to your permanent, probationary or acting status in order to:

Continue on active duty;

Receive an honorable discharge upon expiration of enlistment;

Transfer to the Fleet Reserve.

You may not request reversion to a previous temporary warrant officer status.

With the general requirements discussed earlier in mind, your request normally would be approved once you have completed:

- Three years of active duty in the temporary officer status, plus time-in-grade requirements contained in SecNav Inst. 1811.3 series.

- One year at your current duty station.

- One year at your ultimate station if en route or proceeding via temporary duty points.

- A normal tour when serving outside CONUS.

- A normal sea tour reflected in your projected rotation date if attached to a nonrotated ship, fleet aviation unit, or other mobile unit with home port or permanent station outside CONUS.

Your request probably would not be approved if submitted after you receive orders to report to a new duty station, or are notified that such orders are being issued.

A final word to temporary officers: If you might be eligible for voluntary retirement or transfer to the Fleet Reserve, you are encouraged to review the relevant BuPers and SecNav instructions (1811.1 series and 1811.3 series, respectively). It usually is to your financial advantage to apply for retirement in your temporary grade, if eligible, rather than to request termination of your temporary appointment with reversion and transfer to the Fleet Reserve.

#### Requests

Resignations and requests for termination of temporary appointments should be addressed to the Secretary of the Navy, and submitted to reach the Chief of Naval Personnel between four and six months before the date requested.

All relevant information should be included. Your commanding officer should comment on the circumstances and, in the case of Regular officers, state whether an appointment in the Reserve is recommended.

Your request should usually be submitted only

## bulletin board

via your CO, the chief of an appropriate bureau or office (in the case of restricted line and staff corps officers) and, of course, the Chief of Naval Personnel. Information copies, together with your CO's comments, may be sent to other seniors in your chain of command if required by them.

In the case of temporary appointments, and if otherwise appropriate, a completed Application for Transfer to the Fleet Reserve (NavPers 630), plus a statement from a medical officer that you are physically qualified for the Fleet Reserve, should accompany your request.

A resignation or request to terminate a temporary appointment has no effect until it is accepted by the Secretary of the Navy. However, once accepted, the action is considered final, and SecNav may reject any request to change the action.

But, if you do request that your resignation be withdrawn, and SecNav approves, any reference to the resignation is also removed from your official record if specifically requested upon withdrawal.

### List of New Motion Pictures Currently Available to Ships and Overseas Bases

Here's a list of recently released 16-mm feature motion pictures available to ships and overseas bases from the Navy Motion Picture Service.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

*Otley* (C): Comedy; Tom Courtenay, Romy Schneider.

*The Italian Job* (WS) (C): Drama; Michael Caine, Noel Coward.

*The Maltese Bippy* (WS) (C): Comedy; Dan Rowan, Dick Martin.

*The Boys of Paul Street* (WS) (C): Comedy Drama; Anthony Kemp, William Burleigh.

*Mayerling* (WS) (C): Romantic Drama; Omar Sharif, Catherine Deneuve.

*The Chairman* (WS) (C): Drama; Gregory Peck, Anne Heywood.

*The Fixer* (C): Drama; Alan Bates, Dirk Bogarde.

*The Desperados* (C): Western; Vince Edwards, Jack Palance.

*The Green Slime* (WS) (C): Science Fiction; Robert Horton, Lucinda Paluzzi.

*Narco Men* (WS) (C): Drama; Tom Tryon, Lorenzo Guerrieri.

*Run Wild, Run Free* (C): Drama; John Mills, Mark Lester.

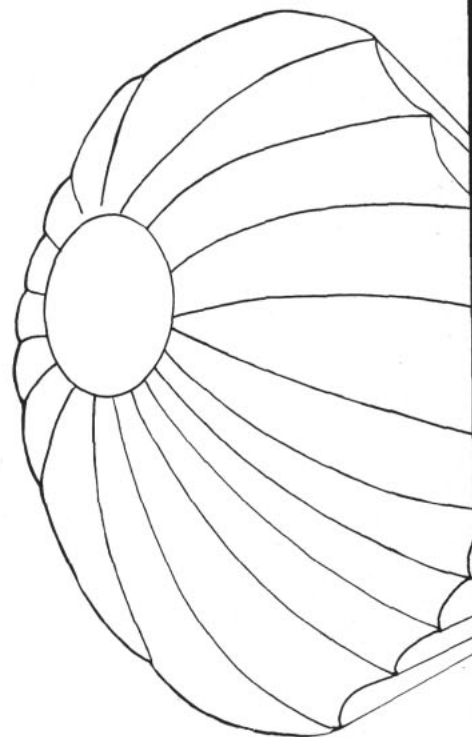
*The Wrecking Crew* (C): Adventure Comedy; Dean Martin, Elke Sommer.

*The Good Guys and the Bad Guys* (WS) (C): Comedy Western; Robert Mitchum, George Kennedy.

*The Lost Man* (WS) (C): Drama; Sidney Poitier, Joanna Shimkus.

*Three Into Two Won't Go* (C): Drama; Rod Steiger, Claire Bloom.

*The Rain People* (C): Drama; Shirley Knight, James Caan.



## Needed: Uncommon Skill

**T**HE AUTOMOBILE can be a deadly device. So can a motorcycle.

This report from the Sixth Naval District at Charleston reviews some of the basic rules of motorcycle safety. If you prefer two wheels to four, this may be just the time for a refresher course.

For transportation or enjoyment, a motorcycle has a certain appeal for some. Regardless of the purpose, driving a motorcycle calls for a combination of uncommon skill and common sense. In negligent hands it's a potential killer.

Here are some basic rules of motorcycle safety:

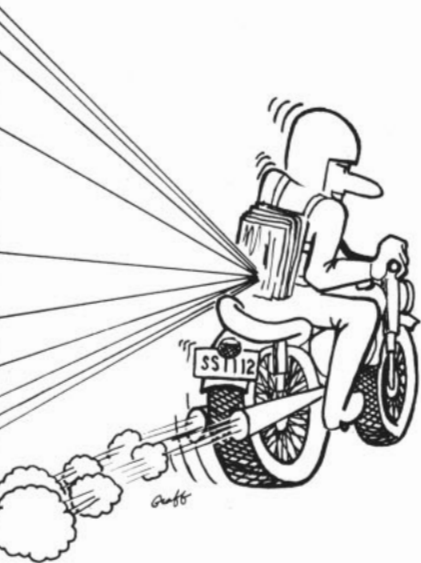
- Proper clothing is essential. Since most motorcycle deaths result from head injuries, a helmet is at the top of the list of must items. Statistics show that a helmet reduces the odds you'll be killed in an accident by 25 to 50 per cent, depending on other factors. The Safety Helmet Council of America tags approved helmets with the label Z90.1.

- Your cycling outfit should include gloves, solid street shoes or boots, long trousers and long-sleeve shirt. (A short-sleeve shirt or bermuda shorts could mean lost skin if you take a spill.) Never wear sneakers, loafers, sandals or cutaway shoes on a cycle.

- Many automobile-motorcycle accidents occur because the car driver doesn't see the cyclist. Brightly colored clothing will improve your chances of being seen.

- Reflective tape added to various parts of your bike and clothing will increase your chances of being seen





## and Common Sense

by other drivers. Check your local law in this regard. South Carolina, for example, requires at least four square inches of reflective tape on each side of the helmet.

- Your bike should have a windshield. If it doesn't, wear goggles or a helmet equipped with a bubble shield. State laws may vary on requirements for one or more of these three safety features.

- Care of your machine is important. Always know the condition of your lights, horn, brakes and tires. A blowout at 40 or 50 miles an hour in a car is bad enough, but on a bike. . . .

- You have plenty to think about underway, and a swivel-neck comes in handy. Keep your eyes on what's ahead, in your mirrors, to the side and along the way. Keep tuned in on rpm, speed, battery charge and gear ratio.

- Approach each intersection, side road and driveway as though an enemy soldier is there waiting to hit you. Remember that stop signs don't always stop cars.

- Watch the car in front of you, and don't always believe what you see. Some people signal left and turn left. Others signal left and turn right. Some don't signal at all.

- Keep well clear of parked cars. A door can open in an instant. Watch for exhaust fumes from a newly started engine, wheels turned out or any other sign that a car might pull out. Chances are the driver won't be looking for you.

- Proper braking is often misunderstood. Many cyclists harbor the misconception that using the front brake will toss you over the handlebar. This is not true. On a modern bike, the front brake should bear about 70 per cent of the braking load. If you don't use it, you have only 30 per cent braking efficiency. (Using both brakes simultaneously is usually ideal, although some riders prefer to use one or the other an instant before bringing the second into play. Use the braking method that feels best—safest—to you.)

- Cyclists in a hurry sometimes ride the centerline and squeeze between cars. Watch it. That white stripe is more slippery than the rest of the road surface, especially in rainy weather. And, you never know when a car might change lanes as you're passing. . . .

- Weaving in and out of traffic is foolhardy. Wheel standing may be eye-catching to some girl you're trying to impress, but it's heart-stopping—yours—if you foul up.

- Storm drains, standing water, piles of leaves and oil or grease drippings wait in ambush. Slippery or bumpy areas are best handled at low speeds, upright and with extreme caution.

- Turns add other dangers, often in the form of sand and gravel. Bad weather compounds this danger. Take a corner too fast and you might not take it at all.

- Carry a passenger only if your bike is equipped for two riders. This means a seat, foot pegs and seat strap or handrail for your passenger. And you need extra skill before attempting to carry another rider. It's your job as the driver to do the balancing for both of you. And take it extra easy until your rider becomes accustomed to the bike.

- A passenger should be as properly dressed for cycling as you are yourself—including helmet, boots, gloves and jacket.

- Check out the possibility of joining a motorcycle club. Don't be fooled into thinking that all such clubs are hangouts for cycle bums. Members of reputable clubs have one common interest—motorcycling—especially safe motorcycling.

*After reading the above, you may be interested in other pointers about driving safety. If so, check the following issues of ALL HANDS, May 1969, page 22, and August 1969, page 43.*





# HONOR ROLL OF

**M**ORE AND MORE ships and units continue to render performances which have earned for them the Presidential Unit Citation, the Navy Unit Commendation or the Meritorious Unit Commendation.

The list below, based upon BuPers Notices 1650 of 23 September and 8 Oct 1969, supplements the names of those to be found in the November 1969 issue of

ALL HANDS. In addition, it presents the names of those ships and units eligible for the Armed Forces Expeditionary Medal (Korea) based upon BuPers Notice 1650 of 25 Sep 1969.

When a ship or station is cited by the President, the Secretary of the Navy, or the Chief of Naval Operations, every man on board during the period desig-

## Presidential Unit Citation

Task Force 117 and supporting units	29 Jan - 4 Mar 68
Delta River Patrol Group including the following which were not included in BuPers Notice 1650 of 18 Jul 69:	31 Jan - 9 Apr 68
Jennings County (LST 846)	31 Jan - 29 Feb 68
Garrett County (LST 786)	31 Jan - 29 Feb 68
Harnett County (LST 821)	31 Jan - 29 Feb 68
Hunterdon County (LST 838)	20 - 29 Feb 68

## Navy Unit Commendation

Fleet Tactical Support Squadron 50 (VRC 50)	1 Oct 66 - 31 Jan 69
USS Intrepid (CVS 11) and Carrier Air Wing 10) (Eligible units will be published later)	6 Jul 68 - 16 Jan 69
Naval Support Activity, Saigon (extended)	16 Mar 66 - 1 Jan 68
Hancock (CVA 19) and Attack Carrier Air Wing 21 (CVW 21)	1 Aug 68 - 22 Feb 69
Long Beach (CGN 9) Eligible units to be published later)	7 May 68 - 20 Oct 68
Marine Aircraft Group 36	4 Sep 65 - 24 Aug 66
The Third Platoon (armed), 118th Aviation Company (Other units were published on 2 Aug. 68)	29 Jan 66 - 20 Feb 66
U. S. Naval Hospital Guam	1 Sep 65 - 20 Dec 68
New Jersey (BB 62) consisting of:	17 Sep 68 - 11 Apr 69
Staff, Commander Destroyer Div 192	22 Sept - 14 Oct 68
	18 - 23 Oct 68
Staff, Commander Destroyer Div 172	10 Feb - 6 Mar 69
Heavy Attack Squadron 10, Det 66, was a part of those units assigned to USS America (CVA 66) and which were awarded the NUC for the period	12 May 68 - 20 Nov 68

## Meritorious Unit Commendation

Camden (AOE 2)	26 Jun 68 - 22 Feb 69
Constellation (CVA 64) and Attack Carrier Air Wing 14 (CVW 14)	14 Jun 68 - 23 Jan 69
U. S. Naval Branch Oceanographic Office, Saigon, RVN	1 Sep 66 - 30 Jun 68

Vietnamese Navy Coastal Security Service including Navy and Marine Corps advisors

Whippoorwill (MSC 207)	1 Jul 67 - 1 Oct 68
Bennington (CVS 20) and Carrier Antisubmarine Air Group 59 (CVG 59)	21 Jun - 27 Oct 68
U. S. Naval Air Facility, Cam Ranh Bay, RVN	1 Jan - 31 Dec 68
Biddle (DLG 34)	3 Mar - 15 Jul 68
Cohoes (ANL 78)	4 Jul - 17 Aug 68

Grasp (ARS 24)

Naval Reserve Intelligence Division 11-1 (NRID 11-1)	26 Sep - 20 Dec 61
Turner Joy (DD 951)	26 Jan - 30 Apr 69
	5 Jul - 1 Sep 68
	16 Feb - 7 Apr 69
	5 Aug 66 - 1 Feb 68
	28 Mar - 15 Sep 68

## Armed Forces Expeditionary Medal (Korea)

Benjamin Stoddert (DDG 22)	28 Apr - 11 May 69
Buchanan (DDG 14)	20 - 27 Apr 69
Chicago (CG 11)	20 - 27 Apr 69
Coontz (DLG 9)	20 - 22 Mar 69
	20 - 27 Apr 69
Coral Sea (CVA 43) and Attack Carrier Air Wing 15	23 Jan - 22 Mar 68
Dale (DLG 19)	20 - 27 Apr 69
Davidson (DE 1045)	17 Apr - 1 May 69
Duncan (DD 874)	19 - 27 Apr 69
	20 - 22 Mar 69
	20 - 27 Apr 69

Enterprise (CVAN 65) and Attack Carrier Air Wing Nine	23 Jan - 22 Mar 68
Enterprise (CVAN 65) and Commander Attack Carrier Air Wing Nine	20 Apr - 11 May 69
Ernest G. Small (DD 838)	19 - 27 Apr 69
Gurke (DD 783)	20 - 27 Apr 69
Hassayampa (AO 145)	20 - 30 Apr 69
Henry W. Tucker (DD 875)	17 - 19 Apr 69
	21 - 27 Apr 69
Higbee (DD 806)	20 - 22 Mar 69
Hornet (CVS 12) and Carrier Antisubmarine Air Group 57	19 - 27 Apr 69
John W. Weeks (DD 701)	20 - 27 Apr 69

# SHIPS AND UNITS



nated is eligible for the award.

Navy men who are on active duty and Naval Reservists in organized units, if they are eligible for the award, usually receive the award automatically. Their commanding officer furnishes the Chief of Naval Personnel with the number of men eligible for the award and the ribbon bars and facsimiles of the citation are

forwarded to the command for distribution.

Documentary evidence in service records is sufficient to establish eligibility. If such records do not exist, an affidavit that you were in a ship or serving with a unit during the eligibility period is sufficient.

Questions concerning the right to wear a unit award ribbon should be submitted to Pers-E.

**Kearsarge (CVS 33) and Carrier Anti-submarine Air Group 54**

Kennebec (AO 36) 2 - 11 May 69  
King (DLG 10) 20 - 22 Mar 69  
Lofberg (DD 759) 20 - 27 Apr 69  
Lyman K. Swenson (DD 729) 20 - 22 Mar 69  
20 - 27 Apr 69

Lynde McCormick (DDG 8)  
Mahan (DLG 11)  
Mars (AFS 1)  
Meredith (DD 890)  
Navasota (AO 106)

O'Bannon (DD 450) 20 Apr - 6 May 69  
Oklahoma City (CLG 5) 18 - 27 Apr 69  
Paricutin (AE 18) 30 Apr 69  
Parsons (DDG 33) 20 - 30 Apr 69  
Perry (DD 844) 20 - 22 Mar 69  
Picking (DD 685) 23 Jan - 22 Mar 68  
Radford (DD 446) 20 - 22 Mar 69  
Ranger (CVA 61) and Attack Carrier Air Wing Two 23 Jan - 22 Mar 68  
20 Mar - 22 Mar 69  
20 - 27 Apr 69

Richard B. Anderson (DD 786) 19 - 27 Apr 69  
Rogers (DD 876) 1 - 5 May 69  
Rowan (DD 782) 20 Apr - 9 May 69  
Sacramento (AOE 1) 20 - 27 Apr 69  
Saint Paul (CA 73) 20 - 27 Apr 69  
Shelton (DD 790) 19 - 27 Apr 69  
Sterett (DLG 31) 20 - 22 Mar 69  
17 Apr - 15 May 69  
17 - 21 Apr 69

Tappahannock (AO 43) 23 Jan - 22 Mar 68  
Ticonderoga (CVA 14) and Attack Air Wing 19  
Ticonderoga (CVA 14) and Attack Carrier Air Wing 16 20 - 27 Apr 69  
Vega (AF 59) 25 - 27 Apr 69  
Waddell (DDG 24) 20 - 27 Apr 69  
Yorktown (CVS 10) and Carrier Anti-submarine Air Group 55 23 Jan - 22 Mar 68  
Attack Carrier Air Wing Two 20 - 22 Mar 69  
Commander Destroyer Squadron 15 20 - 22 Mar 69  
Commander Destroyer Squadron 23 23 Jan - 22 Mar 68  
Commander Destroyer Squadron 31 23 Jan - 22 Mar 68

**Fleet Air Reconnaissance Squadron One**

Fighter Squadron 54 20 - 22 Mar 69  
Heavy Attack Squadron 10, Det 61 20 - 22 Mar 69  
Helicopter Antisubmarine Squadron Two, Det 61 20 - 22 Mar 69

**Helicopter Combat Support Squadron Seven, Det 101**

Helicopter Combat Support Squadron Seven, Det 102 8 Feb - 17 Mar 68

Helicopter Combat Support Squadron Seven, Det 111 21 Jan - 4 Mar 68

**Oceanographic Development Squadron Eight in Project Magnet (participating aircrews)** 3 - 19 Jun 68 and 19 Feb - 15 Mar 68

**Helicopter Antisubmarine Squadron One, Det 61**

Patrol Squadron Two (VP 2) Jan - Feb 68  
(Operation Formation Star)  
1 Feb - 30 Jul 67  
1 Aug 68 - 31 Jan 69

Patrol Squadron Four (VP 4)

Patrol Squadron Six (VP 6)  
Patrol Squadron Nine (VP 9)

Patrol Squadron 17 (VP 17)

Patrol Squadron 19 (VP 19)

Patrol Squadron 22 (VP 22)  
Patrol Squadron 26 (VP 26)

Patrol Squadron 28 (VP 28)

Patrol Squadron 40 (VP 40)

Patrol Squadron 46 (VP 46)

Patrol Squadron 47 (VP 47)

Patrol Squadron 48 (VP 48)

Reconnaissance Attack Squadron Nine 20 - 22 Mar 69

Tactical Electronic Warfare Squadron 30, Det 61 20 - 22 Mar 69

1 Oct 66 - 15 Jun 69

20 - 22 Mar 69

20 - 22 Mar 69

20 - 22 Mar 69

28 Jan - 5 Feb 68

8 Feb - 17 Mar 68

21 Jan - 4 Mar 68

3 - 19 Jun 68 and

19 Feb - 15 Mar 68

20 - 22 Mar 69

Jan - Feb 68

(Operation Formation Star)

1 Feb - 30 Jul 67

1 Aug 68 - 31 Jan 69

1 Jan - 30 Jun 68

1 Oct 66 - 14 Jan 67

15 Apr - 15 May 69

1 Oct - 5 Dec 66

Jan - Feb 68

(Operation Formation Star)

1 Oct 66 - 31 Jan 67

1 Feb - 31 Jul 68

1 Jul 68 - 14 Jan 69

Jan - Feb 68

(Operation Formation Star)

15 Jan - 15 Jun 69

1 Feb - 15 Jun 69

15 Jan - 30 Jun 67

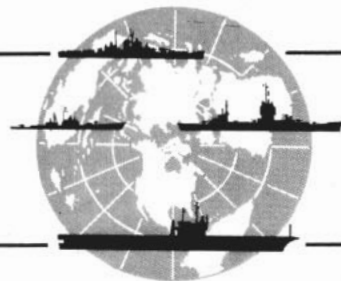
1 Jul - 30 Dec 67

31 Jul 67 - 31 Jan 68

20 - 22 Mar 69

20 - 22 Mar 69

# Letters to the Editor



## More on Reporting Period

SIR: Article 3410150 8. a. of the *BuPers Manual* states: "... report of enlisted evaluation, NavPers 792, is one ... which covers the entire evaluation period or a significant portion thereof."

As I see it, the phrase "significant period thereof" would involve special periods such as the difference in evaluation periods when advanced from PO3 to PO2, travel time, proceed time, and the like.

However, in the August issue of *ALL HANDS* (page 59), you state: "The period of report on a NavPers 792 will include the entire past evaluation period, regardless of the command assigned."

I may be wrong, but I just don't buy this. Evaluating a man while en route to his new duty station could hardly be considered a just evaluation, as the man may be technically attached to the new command the day he is transferred, but he would not be under the command's cognizance as far as justly evaluating the man.

It strikes me that it would be more fair — and more correct — to evaluate a man from the day of reporting to the next evaluation period instead of the end of the last evaluation period.—PN3 S. R. H., USNR.

☛For continuity purposes, it is desirable that there be no lapses in evaluation reports. If a member has been in school, in leave status or in transit most of the evaluation period, and reports to a new command shortly before an evaluation is due, the commanding officer should indicate this on the report, and assign "Not observed" marks.

Under the circumstances you describe, the new command need not, in most cases, prepare an evaluation. The man should have received a special evaluation when he was trans-

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to Editor, *ALL HANDS*, Pers G15, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

*ferred from his previous command. Therefore, unless more than 90 days had elapsed since the special evaluation, a regular evaluation need not be prepared.—Ed.*

## On Boat Gongs

SIR: It has been some time since *ALL HANDS* has discussed the proper use of boat gongs to announce the arrival or departure of a commanding officer, division commander, or other officer.

While I can find nothing official on this subject, I contend that the use of boat gongs to announce arrival or departure is not an honor, but only an announcement that the captain (or other official) is on board.

## Right Arm Rates

SIR: How many ratings were considered "right arm rates" during World War II, and what were their designations?—C. C. A., QMC, USN.

☛There were nine rating badges formerly worn on the right sleeve by individuals in these ratings:

BM—Boatswain's Mate  
COX—Coxswain (now BM3)  
QM—Quartermaster  
SM—Signalman  
GM—Gunner's Mate

TC—Turret Captain (no longer in existence)

FC—Fire Controlman (now FT)  
TM—Torpedoman's Mate  
MN—Mineman.—Ed.

and available to conduct ship's business—or that he's leaving and therefore not available.

The normal procedure is for the captain to call the quarterdeck, two or three minutes before he departs, to inform them that he will soon be leaving the ship. The watch then sounds the appropriate number of gongs and announces: "(name of ship or command) departing." When the CO actually departs, one gong is sounded to indicate actual departure. When he arrives, the procedure is the same (except, of course, that the word "arriving" is used).

Is this the correct drill?—LT L. S., USN.

☛We can't give you an absolute, hard-and-fast, forevermore answer, because the regulations allow some latitude for the preferences of individual captains. But we do have some ideas.

The only official publication on the subject we could locate was "Flags, Pennants and Customs" (DNC 27 (A)). Every ship has a copy, and some sections of this basic book are quoted in "The Watch Officer's Guide," and other pubs. It gives these instructions in section 901:

"a. For the benefit of officers on board who need to know, the OOD should indicate the arrival and departure of Commanders, Chiefs of St ff, and Commanding Officers as follows:

"(1) Over the loudspeaker system, sound the boat gong, special gong, or gas alarm (as locally specified) in groups of two, corresponding to the number of sideboys to which the officer announced is entitled, followed by the announcement of the officer's title as taken from the coxswain's reply [to a boat hail]. . . .

"b. The arrival and departure of a visiting Navy captain or commander (or officer of equivalent grade in the



mander, Chief of Staff, or Commanding Officer, or whose command identity is not known on arrival to the Officer of the Deck, is announced as specified in paragraph 901 a.(1) above but the words 'Staff Gangway' are substituted for the official title."

Apparently you are correct in saying that the bongs announcing the arrival or departure of a senior officer are not an honor, but merely a notification for those on board who need to know.

However, the words "arriving" and "departing" are not found in "Flags, Pennants and Customs." This practice is widespread, but it has no official sanction.

Likewise, the use of one gong to indicate "actual departure" isn't a Navywide policy.

Since the bonging gongs are a notification and not an honor, an officer who is expert on military requirements in BuPers informs us that they are not used in the case of an expected visit in which sideboys are used. Presumably the sideboys and officers involved would be in their places waiting for the distinguished guest, and therefore would need no notification. In this situation, he says, just the title of the guest is passed over the IMC, without bongs.

But, of course, those of us who have had much sea duty can remember visits by high officials when the ship gave everything she had: gun salutes, sideboys, the boatswain's mate piping the guest aboard, the crew at quarters, the band playing—and the eight bongs coming over the loudspeakers as the word was passed, "Navy (or whatever) arriving."

The official policy allows some leeway. If the CO wants the words "arriving" and "departing" used, or one gong to indicate departure, or bongs with sideboys, then that is what will be done.

The letter of promulgation for DNC 27 (A) puts it this way: "In cases where no exact guidance is provided, the answer should be found in the initiative and common sense of the personnel concerned."

Which is another way of saying that, at least to some extent, you may play the boat gongs by ear.—ED.



This is how the attack aircraft carrier USS John F. Kennedy (CVA 67) looks as seen from a liberty boat en route to the ship behind a setting sun.—Photo by PHC B. M. Andersen.

### Autos Purchased Overseas

SIR: I purchased a new car shortly after arriving in Yokosuka on permanent change of station orders. The household effects office told me that because the car is of foreign manufacture, I may not have it shipped at government expense when I am transferred back to the U.S.

I also was told that should I ship the car at my expense, I would be levied a federal excise tax when it arrived in the U. S.

After reading the article on auto laws (ALL HANDS, July 1969), I wonder if what I'd been told is correct.

You stated that a seven per cent federal excise tax on a foreign-made car may be levied by the U. S. Government when the car arrives in the U. S. You described three situations under which the tax might be levied, and one under which it probably would not.

The would-not situation sounds exactly like mine. To quote your article:

"When you . . . purchase a foreign-made car for your personal use upon arrival at your overseas station, and, at the end of your tour, have the car shipped to the U. S. along with your personal and other household goods . . . you would be exempt from the tax."

This seems to discredit what I'd been told about tax liability.

But what may be more important from the financial standpoint, you suggest that foreign-made cars can be shipped at government expense.

I'm confused.—SM1 S. W. C.

• The general rule described in the "Supply Systems Manual" is that foreign-made autos purchased overseas, or for delivery overseas, by DOD personnel and dependents, may not be shipped at government expense.

However, there are so many exceptions that our passing reference to the matter last July allowed for the possibility that—under certain circumstances—you could have your car

shipped at government expense.

None of the exceptions apply to you, but they may apply to other Navymen, so here they are.

The government will ship your foreign-made car if you:

—Owned or had the car on order before 6 Mar 1961.

—Purchased the car while stationed in Alaska, Hawaii, Puerto Rico, Virgin Islands, Guam, Midway, Wake Island, American Samoa or the Canal Zone.

—Are ordered to or from an area which does not have adequate facilities for repair and maintenance of cars produced and assembled in the United States (these areas are listed in Paragraph 58302 of the "Supply Systems Manual").

—Originally purchased the car in or for delivery to the United States.

—Can produce documentary evidence which shows you purchased the car used after 6 Mar 1961, and purchased it from someone else in DOD who was eligible to have the car shipped at government expense before 6 Mar 1961.

—Are killed, missing or captured overseas.

Note that if while overseas you purchase a new American-manufactured car that was assembled in the United States, you may have it shipped at government expense provided you bought the car through a foreign national franchised dealer.

Now for the seven per cent federal excise tax, which applies to both new and used foreign-made cars imported to the United States on and after 15 Jan 1968.

Liability is determined on an individual basis after you ship the car and the Internal Revenue Service sends you the appropriate forms. You then present your case for not paying the tax.

If it is ruled that you are liable, you must file a Quarterly Federal Excise Tax Return (Form 720) on or before the last day of the month following the calendar quarter during which you imported the car into the U. S.

In your case, it appears the tax will not be required. To review what we said last July: If you possess the auto

for a large part of your overseas tour, it is reasonable to conclude that you bought it for your personal use overseas rather than as an inexpensive car to ship back to the States. In other words, you should be exempt from the tax if importing it is "incidental" to your use of it overseas.

But remember that liability for the tax is determined on an individual basis after the car is shipped. Once again, here are the situations in which the tax might be levied:

—Before departing the U. S. to visit a foreign country, you order a foreign-made auto to be delivered to you at your overseas destination (the so-called "tourist delivery plan"). Your order and payment are forwarded to the manufacturer before you depart the U. S., and transportation of the car to the U. S. is prearranged. Returning to the U. S., you use the auto for personal travel.

—You are stationed overseas, but have received transfer orders for stateside duty. After notification of your reassignment, you purchase a

foreign-made car and have it shipped to the U. S. for your personal use.

—You go to a neighboring country and buy a foreign-made car from a dealer there. You drive the car into the U. S. after delivery from the foreign dealer.

And there is one matter you overlooked—the duty that might be levied against the car you buy overseas and ship to the States. In general, if you are stationed overseas on government orders for at least 140 days, and the auto is in your possession before shipment, it may be shipped duty free if you include copies of the orders transferring you to the U. S. You may have someone else meet the shipment at the port of entry if he (or she) has a copy of your orders and a letter from you authorizing the pickup.

If after all this you're still confused, it might be helpful to remember the U. S. balance of payments deficit which has been behind many restrictions that affect servicemen and dependents overseas.

The U. S. balance of international payments is what's left in the Treasury at the end of a fixed period after all dollars have entered or left the country.

A balance of payments deficit can develop when the flow of dollars abroad creates a drain on our gold reserves.

For example, the money you pay an overseas businessman for a foreign car eventually is combined with other dollar receipts in that country, and then exchanged for the gold we use to back up our currency.

By law, the U. S. sells a portion of its gold to foreign banks or governments in exchange for the dollars accumulated abroad. When the U. S. dollar is in a state of plenty abroad, requests for gold increase. This means a balance of payments deficit; a heavy run on our gold reserves; the U. S. dollar may be placed in a state of distrust.

U. S. economists envisioned just such a situation in late 1960. The heavy spending of American dollars by U. S. citizens overseas had created a drain on our gold reserves. And much of the responsibility belonged

### Inquiry on the Navy Uniform

SIR: Some people on our ship are convinced that the 13 buttons on the enlisted dress blue uniform trousers represent the original 13 colonies.

I distinctly recall reading somewhere (probably in ALL HANDS) that there is no basis for this belief. Can you settle this age-old argument?—MM1, J. W. C., USN.

●Probably not, but we'll try.

There is no, no, no (13 times) relationship between the 13 buttons and the 13 colonies. Or states.

You might point out to your opponents that, before 1894, the trousers had only seven buttons. It wasn't until the broadfall front was enlarged that the 13 buttons were added to the uniform, and then only to add symmetry of design.

Your authority for these two statements in the paragraph above is not ALL HANDS, but the Naval Uniform Board.—Ed.

to the military, because expenditures for support of the U. S. military establishment abroad have traditionally constituted the largest single deficit item in the U. S. balance of payments.

You may recall that back in November 1960, the President directed that the number of dependents of military personnel overseas be reduced by one-third in order to reduce dollar spending abroad.

That order was later rescinded on assurance from DOD that a reduction in overseas expenditures could be accomplished in other ways.

There since have been numerous plans to help the nation's unfavorable position relative to balance of payments. All U. S. government workers and dependents living overseas were requested to cut personal expenditures for foreign goods.

And, to discourage overseas dollar spending on foreign-made cars, the government has—with reasonable exceptions—refused to ship such cars at its own expense.—ED.

### **SGLI Coverage after Separation**

**SIR:** How long does Servicemen's Group Life Insurance coverage continue after a man is separated from active duty?

A friend tells me that full coverage continues for 120 days after separation.

I say the 120-day period gives the veteran a chance to convert to private insurance without taking a physical examination.

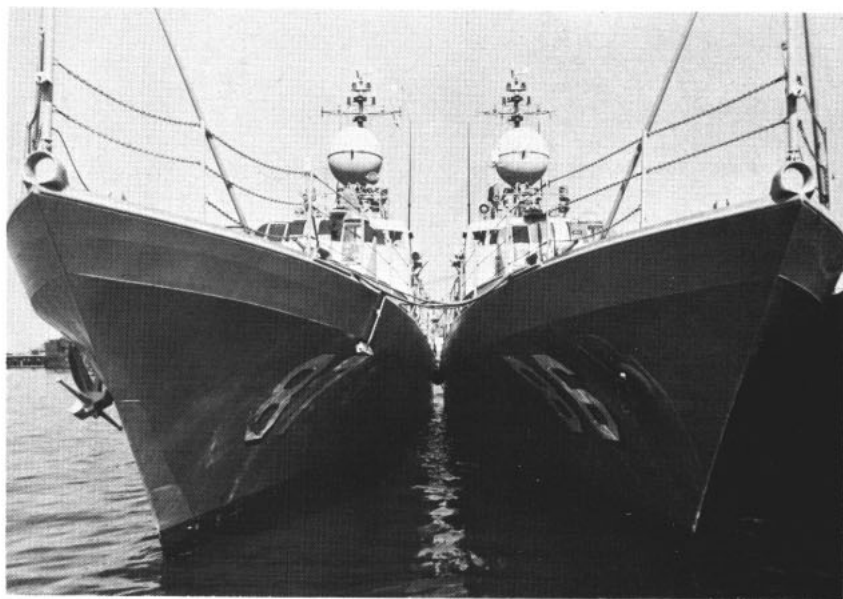
Who's correct?—YN2 R. A. T., USNR.

• Both. SGLI contains provisions which offer both benefits. To review:

Unless you specify otherwise, you are automatically covered for \$10,000 SGLI when you are ordered to active duty for more than 30 days. Two dollars a month is deducted from your pay to cover the premiums.

The insurance is in force as long as you are on active duty. It then remains in effect at no cost to you for 120 days after your separation.

Within the 120 days, you may—with no physical examination—convert to a permanent form of life insurance with



**JET SET**—USS Ready (PG 87), one of the Navy's new jet-powered gunboats, poses with her twin sister, USS Antelope (PG 86).

any of more than 500 participating companies. Such a policy would be issued at standard rates—an obvious advantage if you are disabled.

To establish conversion eligibility, you need an appropriately completed DD Form 214 (Armed Forces or the U.S. Report of Transfer or Discharge). Within 30 days after your separation, the VA will send you a list of the participating insurance companies.

It's advisable to complete the conversion after you have reached your home area. This way, the local agent of your choice can assure you of readily available service. If you convert while still at a military installation, you run the risk of not finding a company representative located where you live.

On the subject of insurance, the Department of Defense recently took steps to resolve some of the health care problems faced by those who leave the service (ALL HANDS, October 1969).

As you know, medical care for a serviceman and his dependents at government expense ends at midnight of the day he is discharged or separated from active duty. But it often takes him two or three months to receive health-care insurance at his new job.

To assist the former serviceman during this transition period, DOD has arranged with two companies—Blue Cross/Blue Shield and Mutual of Omaha—to establish short-term plans which provide health-care coverage

for the first 90 days after separation.

These programs are strictly voluntary. The government does not recommend or endorse either one. It merely makes this coverage available to men upon separation who otherwise might face a gap in health care.

Effective 1 Sep 1969, the coverage is available to all Navy men and women upon separation from active duty. It is not available to those who serve on active duty for training or those who are retiring.

The plans differ in coverage. For example, Blue Cross/Blue Shield offers regular benefits for maternity care; Mutual of Omaha does not include maternity care. (Nor does the government. Contrary to a popular notion, a wife who is pregnant at the time her husband is separated or discharged does not receive maternity care at government expense.)

Cost of participation varies. A recent figure for 90-day coverage under Blue Cross/Blue Shield was \$16.50 for the serviceman alone, or \$90 for the whole family. Mutual of Omaha charges \$30 for the serviceman, \$34 for his wife, and \$13 for each child, with a maximum charge of \$103 per family.

You receive information on these programs during the separation process. If you wish to participate, you fill out the appropriate application forms and pay the full premium at your disbursing office. Your disbursing officer forwards the payments to the company.—ED.

## *Letters to the Editor*

### **Fort Marion Bids Farewell**

SIR: I'm a resident of San Diego and often hear about a ship named USS *Fort Marion* (LSD 22). However, I have never seen any detailed account of her history.

Since she is in the local news so often, will you tell us more about her? —Mrs. D. D., San Diego.

• *Fort Marion*, a dock landing ship built during World War II, has operated from San Diego for many years. But you won't be seeing her in the future. After a long career she has bidden farewell to the Fleet.

*Fort Marion* was built at Chickasaw, Ala., and commissioned in January 1946. She was named after a Spanish defense works built in 1672 near St. Augustine, Fla.

*Fort Marion* first began to operate from San Diego in May 1946. She repaired landing craft, moved cargo between San Diego and San Francisco, participated in amphibious exercises off the California coast, and in 1949 made the first of many deployments to the Far East.

In 1950, she moved troops and equipment to Pusan and landed Marines at the strategic island of Wolmi Do, the seizure of which made the landings at Inchon possible. She next lay off Inchon, caring for personnel casualties and small craft, and later performed similar duty off Wonsan.

On 6 Apr 1951, *Fort Marion* landed American and British Marines on the east coast of Korea; the commandos

destroyed a section of coastal railway and then returned to the LSD.

*Fort Marion* was awarded the Korean Presidential Unit Citation for the variety of actions during her first deployment to Korea.

After a year at San Diego, *Fort Marion* returned to Korea and from April 1952 to January 1953 operated with an amphibious construction battalion and a mine squadron.

She was overhauled in 1953 and fitted with a mezzanine deck and helicopter platform.

In December 1953, *Fort Marion* resumed duty as a minesweeper tender at Sasebo and later participated in amphibious exercises off Japan and Okinawa. She returned to her home port with five battle stars for service in Korea.

The LSD took part in exercises in the Hawaiian area, and in May 1955 participated in Operation Wigwam, an experiment with atomic explosions underwater.

*Fort Marion* made other deployments to WestPac for mine and amphibious warfare operations, and in 1959 made headlines at home when she rescued three men from San Diego harbor. (A San Diego water taxi collided with a mooring buoy near the Naval Station and the three men on board were rescued from the sinking craft by an alert *Fort Marion* boat crew.)

In 1960, she moved into the yards for modernization which added years to her lifespan. In November of that year she was ready for Far East duty

once again, and joined with the Third Marine Division, then stood by in a ready force during the Laotian crisis. She worked in such exercises as Operation Circle and the SEATO operation Pony Express, and then returned to San Diego in July 1961.

The following April, *Fort Marion* moved with civilian scientists and equipment to Johnston Island where she participated in Operation Dominic high altitude nuclear tests.

In April 1963, *Fort Marion* received an award for battle efficiency, and the following January steamed independently to Okinawa with advance troops for Operation Back Pack. During this exercise, conducted jointly by the United States and the Republic of China, *Fort Marion* served both as a primary control ship and boat haven, or "mother" ship for smaller craft.

After a variety of other Far East operations, *Fort Marion* returned to San Diego in August 1964. She participated in operations between her home port and Hawaii, and in March 1965 moved troops and equipment from Pearl Harbor to Okinawa as the crisis escalated in Vietnam.

More recently, *Fort Marion* has performed a variety of supply missions, amphibious assault operations, and boat haven, support and repair work in Vietnam.

The LSD took part in two amphibious operations near the demilitarized zone. As a primary control ship, she directed waves of troop boats onto the beach. She also has served as a control ship for river operations.

In November 1967, *Fort Marion* helped salvage an LST that had run aground near Doc Phu.

She returned to San Diego in January 1968 for leave and upkeep, after having spent 42 days in the combat zone. (Someone figured that during this deployment *Fort Marion* traveled more than 25,000 miles, moved 155 men, 1000 tons of supplies, 453 pallets, 133 vehicles, two aircraft and 310 landing craft.)

She made one more deployment in 1968-69 and announcement has been made that she will be decommissioned.

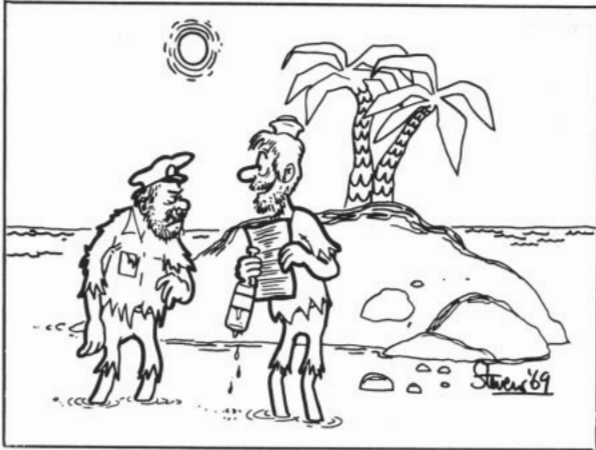
She deserves a vote of thanks for a job well done.—Ed.

**Royal British Marine raiding party leaves USS *Fort Marion* (LSD 22) to destroy enemy supply line on shore in North Korea in 1951.**





CYN3 Gregory L. Stevens, USN



"... Hey, Chief ... I made Third!"

SN John W. Benson, USN



"He said scotch and soda ... water makes him seasick. ..."

CTC Ernest M. Mawn, Jr., USN



"Chief, there's an SF1 Noah from downtown that wants to order two of everything we have in stock!"

CTC Ernest M. Mawn, Jr., USN



"Whatsamatta kid ... don't you know a delicacy when you see one?"

LTJG Frederick W. Weil, USNR



Rumor Central, Smithers speaking!

# TAFFRAIL TALK

IT STARTED OUT as an ordinary workday for Ship's Serviceman 3rd Class Alex Stewart at McMurdo Station, Antarctica.

He was laying out his stock of razors, cigarettes and such for the wintering-over staff when he noticed the crate stuck back in the corner.

As far as we know from the *NavNews* report, Alex hadn't ordered it. He certainly wasn't prepared for the stenciled label: "Yo-Yo, Wooden, Hesitating, Official Charlie Brown Type; One Gross."

He opened the box and found that it did, indeed, contain one hundred and forty-four multicolored yo-yos, emblazoned with likenesses of Charlie, Snoopy, Linus and Lucy.

Alex made the notation in his stock inventory: 144 Charlie Brown Yo-Yos.

And before you could say Good Grief, the great Antarctica yo-yo craze was on.

By the end of the day, Alex had sold 120 yo-yos (including one to himself). McMurdo went yo-yo mad.

They were even yo-yoing with one hand while they ate with the other.

Happiness, in the long Deep Freeze winter, was a yo-yo. Everyone was having a ball—even Alex, whose round-the-world trick fell halfway short and blacked his eye.

Gradually all hands became more skillful. The clunk of an inept maneuver was replaced by the smooth whir of a well executed walking-the-dog. Men began matching skills and disputing points of style.

And soon it was organized: the First Annual Invitational Antarctic Yo-Yo Contest. Competition was hot enough (well, almost) to melt the polar ice. A winner emerged.

For the record, the incumbent Yo-Yo Champ of All Antarctica is Senior Chief Electronics Technician John Watkins, who performed a flawless rocking-the-cradle.

Any challengers? Dust off your yo-yos and visit your personnel office to volunteer for Deep Freeze.

But count us out. We've always preferred mumblety-peg.

INC! The sonar of *USS Carpenter* (DD 825) had made a contact.

"Bridge, Combat. We have a skunk bearing . . ."

The destroyer, on ASW exercises off Hawaii, closed in for the kill.

But the target had already been wiped out—so to speak. It was a surfboard, 120 miles from the beach.

A destroyerman scooped the board out of the water. It was apparently undamaged. There was no long distance surfboarder in sight, so the seven-foot "contact" was stowed aboard for further investigation, and *Carpenter* returned to her exercises.

When she returned to Pearl Harbor a few days later, George Jones, a Californian summer student at the University of Hawaii, read about the discovery in local papers and visited *Carpenter* to claim his board.

Two weeks before, he reported, he had been shooting the curl at Waikiki and found himself washed ashore boardless.

*Carpenter* didn't divulge her scores on the exercise. But Jones, now reunited with his board, thinks her sonarmen are 4.0.

*The All Hands Staff*

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Interesting story material and photographs from individuals, ships, stations, squadrons and other sources are solicited. All material received is carefully considered for publication.

There's a good story in every job that's being performed either afloat or ashore. The man on the scene is best qualified to tell what's going on in his outfit.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, black-and-white, and also color transparencies. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. The photographer's name should also be given.

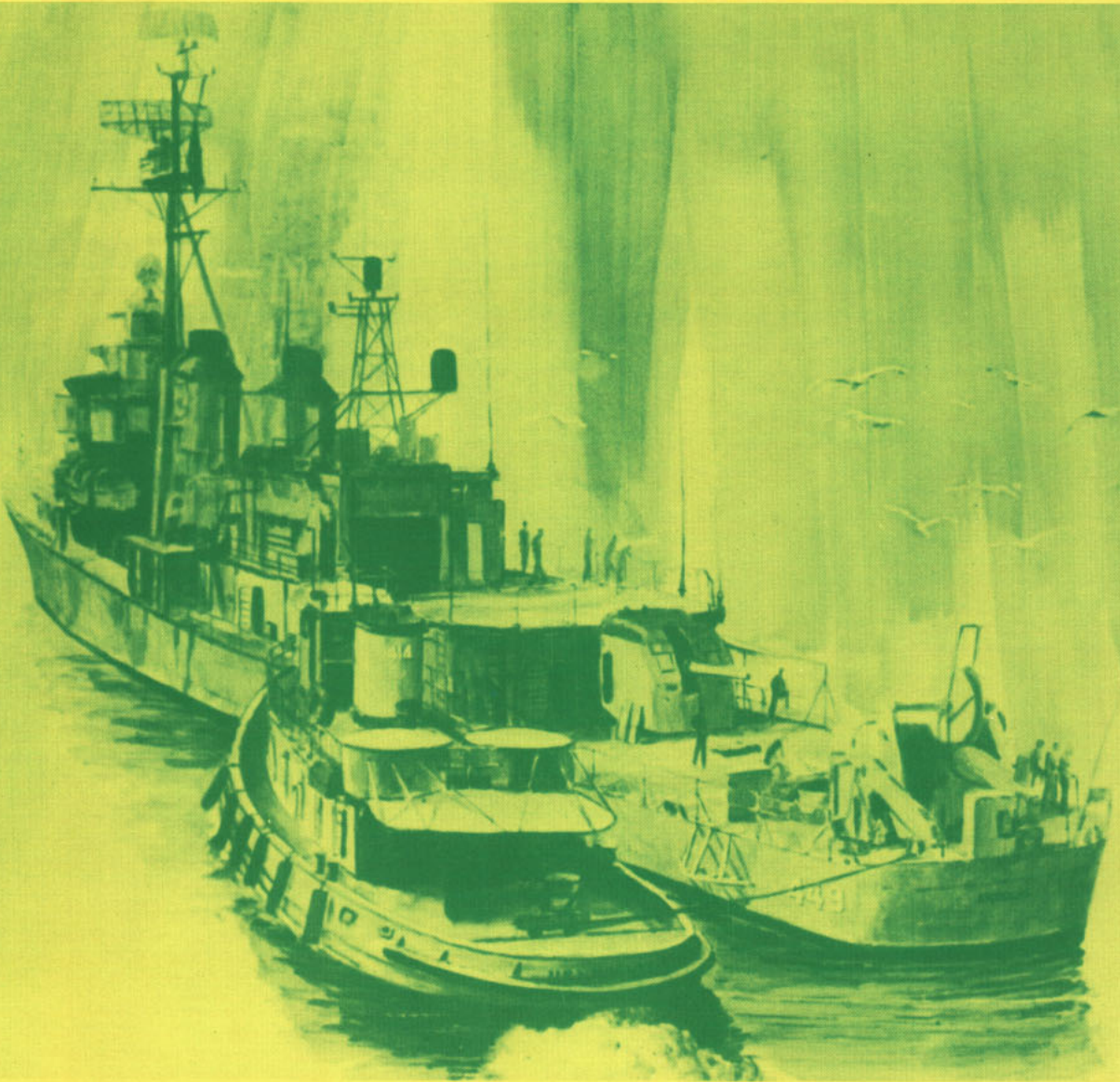
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▲ **AT RIGHT: OCEAN GEMS**—With water sparkling like jewels, a crewmember of *USS Josephus Daniels* (DLG 27) looks out to sea.—Photo by PH1 A. A. Clemons, USN.





Navy Combat Artist Journalist 2nd Class John C. Roach, USN



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